

YELLOWSTONE PARK LINE



**ST. PAUL
MINNEAPOLIS
DULUTH
TO
HELENA, BUTTE
SPOKANE
TACOMA
SEATTLE
AND
PORTLAND**

J.M. HANNAFORD
SECOND VICE PRESIDENT
ST. PAUL MINN.

A.M. CLELAND
GEN'L PASS'R AGT.
ST. PAUL, MINN.

**LAKE SUPERIOR LIMITED
PUGET SOUND LIMITED
NORTH COAST LIMITED**

Revised to April 10, 1904.



"NORTH COAST LIMITED"

New Hotels at Upper Geyser Basin
and Yellowstone Lake
in YELLOWSTONE PARK

Rates, \$4.00 per day, after seven days \$3.50 per day, at all the Park hotels

Greatly Reduced Rates to the Park for 1904

SEASON, JUNE 1 TO SEPTEMBER 30



Yellowstone National Park Route



OFFICERS TRAFFIC DEPARTMENT.

J. M. HANNAFORD, Second Vice-President	St. Paul, Minn.
A. M. CLELAND, General Passenger Agent	St. Paul, Minn.
A. D. CHARLTON, Assistant General Passenger Agent	Portland, Ore.
W. H. LOWE, General Baggage Agent	St. Paul, Minn.
J. B. BAIRD, General Freight Agent	St. Paul, Minn.
S. G. FULTON, Assistant General Freight Agent	Portland, Ore.
H. E. STILL, Assistant General Freight Agent	St. Paul, Minn.
H. BLAKELEY, Assistant General Freight Agent	St. Paul, Minn.
T. F. DALZIELL, Division Freight Agent	St. Paul, Minn.
W. E. ALAIR, Division Freight Agent	St. Paul, Minn.
J. H. HUGHES, Freight Claim Agent	St. Paul, Minn.
C. W. MOTT, General Emigration Agent	St. Paul, Minn.

REPRESENTATIVES FREIGHT, PASSENGER, AND EMIGRATION DEPARTMENTS.

BELLINGHAM, Wash., 1222 Dock St.	C. M. Hunter	Freight and Pass'r Agent.
BOSTON, Mass., 207 Old South Bldg.	C. E. Foster	District Passenger Agent.
BOSTON, Mass., 207 Old South Bldg.	F. W. Cleinsou	New England Frt. Agent.
BUFFALO, N. Y., 215 Ellicott Square	W. G. Mason	District Passenger Agent.
BUFFALO, N. Y., 215 Ellicott Square	E. E. Delaney	Traveling Freight Agent.
BUTTE, Mont., cor. Park and Main Sts.	W. H. Merriman	General Agent.
CHICAGO, 208 S. Clark St.	C. A. Matthews	General Agent Pass'r Dept.
CHICAGO, 208 S. Clark St.	J. C. Thompson	District Passenger Agent.
CHICAGO, 208 S. Clark St.	F. H. Fogarty	General Agent Freight Dept.
CHICAGO, 208 S. Clark St.	J. C. Herman	Contracting Freight Agent.
CHICAGO, 208 S. Clark St.	J. C. McCutchen	Contracting Freight Agt.
CHICAGO, 208 S. Clark St.	J. L. Daugherty	Travel'g Emigration Agt.
CINCINNATI, Ohio, 40 East	J. J. Ferry	District Passenger Agent.
CINCINNATI, Ohio, 40 East	A. H. Caffee	Commercial Agent.
CINCINNATI, Ohio, Fourth St.	D. L. Robb	Trav. Frt. and Pass'r Agt.
DES MOINES, Ia., 318-319 Citizens Bk. Bldg.	E. D. Rockwell	District Passenger Agent.
DETROIT, Mich., 153 Jefferson Ave.	W. H. Whitaker	District Passenger Agent.
DULUTH, Minn., 332 W. Superior St.	T. E. Blanche	General Agent.
FARGO, N. Dak., (Depot)	L. M. Wolever	Traveling Freight Agent.
HELENA, Mont., Main and Graud Sts.	E. S. Richards	Acting General Agent.
INDIANAPOLIS, Ind., 42 Jackson Pl.	P. W. Pummil	District Passenger Agent.
KANSAS CITY, Mo., Box 415	H. B. Bryning	Traveling Emigration Agent.
LOS ANGELES, Cal., 125 W. Third St.	C. E. Johnson	Traveling Passenger Agent.
MILWAUKEE, Wis., 316-317	Chas. C. Trott	District Passenger Agent.
MILWAUKEE, Wis., Herman Bldg.	C. T. Noonan	Soliciting Freight Agent.
MINNEAPOLIS, Minn., 19 Nicollet Bk.	G. F. McNeill	City Ticket Agent.
MINNEAPOLIS, Minn., 19 Nicollet Bk.	F. A. Hawley	Commercial Agent.
MINNEAPOLIS, Minn., 19 Nicollet Bk.	M. A. Gilman	Contracting Freight Agent.
MINNEAPOLIS, Minn., 19 Nicollet Bk.	F. A. Acker	Contracting Freight Agent.
MONTREAL, Que., Temple Bldg., St. James St.	G. W. Hardisty	Dist. Pass. and Frt. Agent.
NEW YORK CITY, 319 Broadway	W. F. Mershon	General Agent Pass'r Dept.
NEW YORK CITY, 319 Broadway	C. F. Seeger	General Agent Freight Dept.
OMAHA, Neb.,	C. C. Morrison	Trav. Emigration Agent.
PHILADELPHIA, Pa., 71 Chestnut St.	John S. Donald, Jr.	Gen'l Agent Frt. Dept.
PHILADELPHIA, Pa., 71 Chestnut St.	R. K. Cross	Traveling Frt. Agent.
PHILADELPHIA, Pa., 71 Chestnut St.	C. E. Brisson	District Passenger Agent.
PITTSBURG, Pa., 305 Park Building	W. W. Scully	Commercial Agent.
PITTSBURG, Pa., 305 Park Building	F. O'Neill	District Passenger Agent.
PORTLAND, Ore., 255 Morrison St.	E. L. Rayburn	Traveling Passenger Agent.
PORTLAND, Ore., 255 Morrison St.	W. L. Clark	Agent.
PORT TOWNSEND, Wash., 402 Water St.	G. A. Mitchell	Traveling Freight Agent.
ROSSLAND, B. C.	T. K. Statcler	General Agent Pass'r Dept.
SAN FRANCISCO, Cal., 647 Market St.	E. H. Forester	General Agent Frt. Dept.
SAN FRANCISCO, Cal., 647 Market St.	I. A. Nadeau	General Agent.
SEATTLE, Wash., 1st Ave. & Yesler Way	P. T. Bretz	Division Frt. and Pass'r Agent.
SEATTLE, Wash., 1st Ave. & Yesler Way	Geo. W. Hill	General Agent.
SPOKANE, Riverside and Howard Sts.	P. H. Noel	District Passenger Agent.
ST. LOUIS, Mo., 210 Commercial Bldg.	C. B. Sexton	Commercial Agent.
ST. LOUIS, Mo., 210 Commercial Bldg.	Geo. D. Rogers	City Ticket Agent.
ST. PAUL, Minn., 5th and Robert Sts.	Harry W. Sweet	District Passenger Agent.
ST. PAUL, Minn., 4th and Broadway	G. W. McCaskey	District Passenger Agent.
ST. PAUL, Minn., 4th and Broadway	W. M. Burk	Contracting Freight Agent.
ST. PAUL, Minn., 5th and Robert Sts.	H. K. Cole	Soliciting Freight Agent.
ST. PAUL, Minn., 5th and Robert Sts.	Geo. R. Merritt	Traveling Freight Agent.
SUPERIOR, Wis., 821 Tower Ave.	G. C. Jackson	Assistant General Agent.
TACOMA, Wash., 925 Pacific Ave.	A. Tining	General Agent.
TORONTO, Ont., No. 6 King St., W.	W. E. Belcher	Contracting Freight Agent.
VERMONT, B. C., 430 Hastings St.	J. O. McMullen	General Agent.
VICTORIA, B. C.	C. E. Lang	General Agent.
Cor. Yates and Government Sts.	I. G. Boyd	General Agent.
WALLACE, Idaho, (Depot)	H. Swinford	General Agent.
WINNIPEG, Man.		

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CALENDAR TIME CARD TRANSCONTINENTAL TRAINS.

WEST-BOUND.—"North Coast Limited," via Butte.

Ly. St. Paul	10 15 AM	Mou.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.
" Minneapolis	10 45 AM	"	"	"	"	"	"	"
Ly. Duluth	8 40 AM	"	"	"	"	"	"	"
Ar. Fargo	5 15 PM	"	"	"	"	"	"	"
" Mandan	11 20 PM	"	"	"	"	"	"	"
" Billings	11 07 AM	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
" Livingston	2 25 PM	"	"	"	"	"	"	"
" Helena	6 55 PM	"	"	"	"	"	"	"
" Butte	7 30 PM	"	"	"	"	"	"	"
" Anaconda	11 40 PM	Wed.	Thu.	Fri.	Sat.	Sun.	Mou.	Tue.
" Spokane	7 25 AM	"	"	"	"	"	"	"
" Tacoma	8 15 PM	"	"	"	"	"	"	"
" Seattle	8 30 PM	"	"	"	"	"	"	"
Ar. Portland	7 00 AM	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.

EAST-BOUND.—"North Coast Limited," via Butte.

Lv. Portland	3 00 PM	Mou.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.
" Tacoma	8 40 PM	"	"	"	"	"	"	"
" Seattle	10 30 PM	"	"	"	"	"	"	"
" Spokane	12 05 PM	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
" Helena	1 50 AM	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.
" Butte	1 55 AM	"	"	"	"	"	"	"
" Anaconda	6 50 PM	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
" Livingston	7 15 AM	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.
" Billings	10 20 AM	"	"	"	"	"	"	"
" Mandan	1 05 AM	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
" Fargo	7 10 AM	"	"	"	"	"	"	"
Lv. Staples	10 12 AM	"	"	"	"	"	"	"
Ar. Duluth	4 55 PM	"	"	"	"	"	"	"
" Minneapolis	1 50 PM	"	"	"	"	"	"	"
Ar. St. Paul	2 20 PM	"	"	"	"	"	"	"

WEST-BOUND.—Pacific Express, via Helena.

Ly. St. Paul	10 15 PM	Mou.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.
" Minneapolis	10 45 PM	"	"	"	"	"	"	"
Ly. Duluth	7 30 PM	"	"	"	"	"	"	"
Ar. Fargo	5 40 AM	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mou.
" Mandan	12 55 PM	"	"	"	"	"	"	"
" Billings	6 10 AM	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.
" Livingston	8 10 AM	"	"	"	"	"	"	"
" Helena	10 40 AM	"	"	"	"	"	"	"
" Butte	11 45 AM	"	"	"	"	"	"	"
" Anaconda	1 10 PM	"	"	"	"	"	"	"
" Spokane	10 55 PM	"	"	"	"	"	"	"
" Tacoma	1 05 PM	Thu.	Fri.	Sat.	Sun.	Mou.	Tue.	Wed.
" Seattle	1 15 PM	"	"	"	"	"	"	"
Ar. Portland	7 00 PM	"	"	"	"	"	"	"

EAST-BOUND.—Twin City Express, via Helena.

Ly. Portland	11 45 PM	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.
" Tacoma	7 35 AM	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
" Seattle	7 45 AM	"	"	"	"	"	"	"
" Spokane	10 55 PM	"	"	"	"	"	"	"
" Helena	12 25 PM	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.
" Butte	12 45 PM	"	"	"	"	"	"	"
" Anaconda	8 25 AM	"	"	"	"	"	"	"
" Livingston	7 30 PM	"	"	"	"	"	"	"
" Billings	11 20 PM	"	"	"	"	"	"	"
" Mandan	3 25 PM	Thu.	Fri.	Sat.	Sun.	Mou.	Tue.	Wed.
" Fargo	11 10 PM	"	"	"	"	"	"	"
Ar. Duluth	7 55 AM	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thu.
" Minneapolis	7 05 AM	"	"	"	"	"	"	"
Ar. St. Paul	7 40 AM	"	"	"	"	"	"	"

EAST-BOUND.—Burlington Express, via Butte.

Lv. Portland	8 30 AM	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.
" Tacoma	4 05 PM	"	"	"	"	"	"	"
" Seattle	4 00 PM	"	"	"	"	"	"	"
" Spokane	7 25 AM	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
" Butte	11 40 PM	"	"	"	"	"	"	"
" Anaconda	6 50 PM	"	"	"	"	"	"	"
" Livingston	5 00 AM	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.
Lv. Billings	9 05 AM	"	"	"	"	"	"	"
Ar. Deadwood	7 40 PM	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
" Lincoln	1 20 PM	"	"	"	"	"	"	"
" St. Joseph	6 50 PM	"	"	"	"	"	"	"
" Kansas City	9 10 PM	"	"	"	"	"	"	"
Ar. St. Louis	7 19 AM	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thu.



Yellowstone National Park Route



THROUGH TRAIN EQUIPMENT.

WEST-BOUND.

TRAIN No. ONE, "THE NORTH COAST LIMITED"—Wide vestibuled, electric-lighted, steam-heated train—via Butte, Spokane, Seattle, and Tacoma.

Observation Library Car, with barber and bath, St. Paul and Minneapolis to Portland.
Pullman Sleeping Car St. Paul and Minneapolis to Portland.
Pullman Sleeping Car Tacoma to Portland.
Pullman Sleeping Car Seattle to Portland.
Dining Car St. Paul and Minneapolis to Portland.
Pullman Tourist Sleeping Car St. Paul and Minneapolis to Portland.
First and Second Class Coaches St. Paul and Minneapolis to Portland.
Connection at Logan for Helena.
Connection at Durant to and from Anaconda.
Connections at Spokane for Palouse, Lewiston, and Clearwater districts, and Washington Central Branch.
Connection at Spokane with S. F. & N. Ry. for Kootenai points.
Connection at Portland with So. Pac. Co.
Train from Duluth and West Superior makes connection with this train at Staples.

Train No. 3, "PACIFIC EXPRESS"—Wide vestibuled—St. Paul to Portland, via Helena, Spokane, and Tacoma.

Pullman Sleeping Car St. Paul and Minneapolis to Portland.
Pullman Sleeping Car St. Paul and Minneapolis to Butte.
Pullman Sleeping Car Spokane to Seattle.
Dining Car St. Paul and Minneapolis to Portland.
Pullman Tourist Sleeping Car St. Paul and Minneapolis to Portland.
First and Second Class Coaches St. Paul and Minneapolis to Portland.
Train from Duluth and West Superior makes connection with this train at Staples.
Connection at Logan for Butte and Anaconda.
Connection for Walla Walla and Pendleton. First-class Sleeper Pasco to Walla Walla.
Connection at Portland with So. Pac. Co.

Train No. 5, "BURLINGTON EXPRESS"—Billings (from B. & M. R. R.)—to Seattle, via Butte and Spokane.

Pullman Sleeping Car to Seattle (from Kansas City).
Dining Car Billings to Seattle.
Pullman Tourist Sleeping Car to Seattle (from Kansas City).
Reclining Chair Car to Seattle (from St. Louis).
First and Second Class Coaches to Seattle (from Kansas City).
Connection at Logan for Helena.

Train No. 5, "MINNESOTA LOCAL"—St. Paul, Minneapolis, Duluth, and West Superior to Fargo (via Brainerd), except Sunday.

First-class Day Coaches St. Paul and Minneapolis to Fargo.
First-class Day Coach St. Paul and Minneapolis to Bemidji.
Connection at Brainerd with train on Lake Superior Division to Duluth and W. Superior, and with Minn. & International Ry. to and from Walker and Bemidji.

Train No. 7, "MANITOBA AND DAKOTA EXPRESS"—St. Paul, Minneapolis, Duluth, and West Superior, daily to Fargo; daily, except Sunday, to Jamestown.

Pullman Sleeping Car St. Paul and Minneapolis to Winnipeg.
Pullman Sleeping Car St. Paul and Minneapolis to Jamestown. (Saturday to Fargo only.)
Pullman Sleeping Car Duluth to Fargo.
Pullman Sleeping Car St. Paul and Minneapolis to Fergus Falls and Wahpeton.
First and Second Class Day Coaches St. Paul and Minneapolis to Winnipeg, via Crookston and Grand Forks.
First-class Day Coach St. Paul and Minneapolis to Jamestown. (Saturday to Fargo only.)
Dining Car East Grand Forks to Pembina.

Train No. 11—Duluth and West Superior to Staples. Connects with main line trains.

Train No. 13—Duluth and West Superior to Staples. Connects with main line trains.

Train No. 7, "PUGET SOUND LIMITED"—Seattle to Portland, via Olympia.

First-class Coaches and Buffet Parlor-Observation Car Seattle to Portland.
Dining Car Tacoma to Portland.

EAST-BOUND.

TRAIN No. TWO, "THE NORTH COAST LIMITED"—Wide vestibuled, electric-lighted, steam-heated train—via Tacoma, Seattle, Spokane, and Butte.

Observation Library Car, with barber and bath, Portland to Minneapolis and St. Paul.
Pullman Sleeping Car Portland to Minneapolis and St. Paul.
Pullman Sleeping Car Seattle to Spokane.
Pullman Sleeping Car Butte to Minneapolis and St. Paul.
Dining Car Portland to Minneapolis and St. Paul.
Pullman Tourist Sleeping Car Portland to Minneapolis and St. Paul.
First and Second Class Coaches Portland to Minneapolis and St. Paul.
Connection at Durant to and from Anaconda.
Connection at Logan from Helena.
Connection at Chehalis from South Bend branch.
Connection at Tacoma from Ocoosa and Olympia branches.
Connection at Pasco from Walla Walla and Pendleton. First-class Sleeper Walla Walla to Pasco.

Train No. 4, "TWIN CITY EXPRESS"—Wide vestibuled—Portland to St. Paul, via Tacoma, Seattle, Spokane, and Helena.

Pullman Sleeping Car Portland to Minneapolis and St. Paul.
Pullman Sleeping Car Portland to Seattle.
Pullman Sleeping Car Portland to Tacoma.
Dining Car Tacoma to Minneapolis and St. Paul.
Pullman Tourist Sleeping Car Portland to Minneapolis and St. Paul.
First and Second Class Coaches Portland to Minneapolis and St. Paul.
Connection at Staples with train for West Superior and Duluth.
Connection at Logan from Butte.

Train No. 6, "BURLINGTON EXPRESS"—Seattle to Billings (to B. & M. R. R.), via Spokane and Butte.

Pullman Sleeping Car Seattle to Billings (goes through to Kansas City).
Dining Car Seattle to Billings.
Pullman Tourist Sleeping Car Seattle to Billings (goes through to Kansas City).
Reclining Chair Car Seattle to Billings (goes through to St. Louis).
First and Second Class Coaches Seattle to Billings (goes through to Kansas City).

Train No. 6, "MINNESOTA LOCAL"—From Fargo, except Sunday.

First-class Day Coaches Fargo to Minneapolis and St. Paul.
First-class Day Coach Bemidji to Minneapolis and St. Paul.
Connects at Brainerd with Minn. & International Ry. to and from Walker and Bemidji, and with train for West Superior and Duluth.

Train No. 8, "MANITOBA AND DAKOTA EXPRESS"—From Jamestown, daily except Sunday; from Fargo, daily.

Pullman Sleeping Car Winnipeg to Minneapolis and St. Paul.
Pullman Sleeping Car Jamestown to Minneapolis and St. Paul (except Sunday), daily from Fargo.
Pullman Sleeping Car Wahpeton and Fergus Falls to Minneapolis and St. Paul.
Pullman Sleeping Car Fargo to Duluth.
First and Second Class Day Coaches Winnipeg to Minneapolis and St. Paul, via Grand Forks and Crookston.
First-class Day Coach Jamestown to Minneapolis and St. Paul.
Dining Car Pembina to East Grand Forks.

Train No. 12—Staples to West Superior and Duluth.

Train No. 14—Staples to West Superior and Duluth. Connection from main line train.

Train No. 8, "PUGET SOUND LIMITED"—Portland to Tacoma and Seattle, via Olympia.

First-class Coaches and Buffet Parlor-Observation Car Portland to Seattle.
Dining Car Portland to Tacoma.

"DULUTH SHORT LINE" EQUIPMENT.

Between St. Paul and Minneapolis and Duluth and West Superior.

NORTH-BOUND.

Train No. 102, "MORNING EXPRESS"—daily except Sunday. Through Café-Parlor-Observation Car and Wide Vestibuled First-class Day Coaches.

Train No. 104, "LAKE SUPERIOR LIMITED"—daily.

Wide Vestibuled, Electric Lighted, Steam Heated train, with Combination Baggage and Smoking Car, First-class Day Coach, Parlor Car, and Observation Café Car.

Train No. 106, "NIGHT EXPRESS"—daily.

Wide Vestibuled Sleeping Cars and First-class Coaches.

SOUTH-BOUND.

Train No. 101, "MORNING EXPRESS"—daily except Sunday. Through Café-Parlor-Observation Car and Wide Vestibuled First-class Day Coaches.

Train No. 103, "LAKE SUPERIOR LIMITED"—daily.

Wide Vestibuled, Electric Lighted, Steam Heated train, with Combination Baggage and Smoking Car, First-class Day Coach, Parlor Car, and Observation Café Car.

Train No. 105, "NIGHT EXPRESS"—daily.

Wide Vestibuled Sleeping Cars and First-class Coaches.

Night Trains are placed in the depots at St. Paul, Minneapolis, and Duluth at 9.00 p. m., and passengers are allowed to occupy Sleeping Cars after that hour. Passengers in Sleeping Cars on Train No. 105 may remain undisturbed at Duluth, and on Train No. 106 at St. Paul, until 8.00 a. m., and at Minneapolis, until 8.00 a. m.



Yellowstone National Park Route

[illegible]

"Mountain" time west—one hour earlier than "Central" time.

	Lv	(Mountain Time)	Mandan	(Mountain Time)	Ar
1	12 05 PM	450 PM	New Salem.	1603	2 15 PM
	1 00 PM	479 PM	Glenullen.	1574	PM
	1 15 PM	508 PM	Hellon.	1545	1 19 PM
	1 30 PM	537 PM	Richardson.	1522	11 52 AM
	1 45 PM	536 PM	Taylor.	1517	11 23 AM
	2 00 PM	541 PM	Gladstone.	1512	11 44 AM
	2 15 PM	549 PM	Dickinson.	1504	11 58 AM
	2 30 PM	560 PM	Nearby.	1453	10 30 AM
	2 45 PM	600 PM	Medora.	1453	10 30 AM
*	3 45 PM	624 PM	Adrian.	1429	* 8 12 AM
	6 07 PM	635 PM	Wibaux.	1415	7 52 AM
	7 10 PM	666 PM	Glenview.	1387	4 20 PM
	8 30 PM	705 PM	Ferry.	1348	5 20 AM
	9 30 PM	745 PM	Miles City.	1302	5 20 AM
	9 50 PM	7 01 AM	Fort Keogh.	1306	4 07 AM
	10 49 PM	747 PM	Rosebud.	1275	4 01 AM
	11 15 PM	778 PM	Forsythe.	1253	3 03 AM
	11 45 PM	790 PM			3 30 AM

REFERENCE MARKS

All P. M. time in **heavy** figures; all A. M. time in light figures.

‡ Daily. All time subject to change without notice.

† Except Sunday. All time is "arriving" unless otherwise designated.

‡ Monday, Wednesday, and Friday.

* Tuesday, Thursday, and Saturday.

* Stops on notice to agent to take on passengers or notice to conductor to let passengers off. † Stops on Sunday to let off passengers.

‡ Stop on Sunday to take on or leave passengers.

The meaning of reference marks, other than the above, is explained on the back in which they are used.

NOTE.—Where time is not given opposite stations trains do not stop.

12 55 AM	* 3	Lv. Daily, 7 50 AM	863	Custer	Pompey's Pillar	1190	12 14 AM	6	Ar Daily, 8 40 AM	14 55, 56, 57.
2 10 AM	*	8 15 AM	879		Hundley	1174	1 45 PM			
2 35 AM		11 07 AM	892		Billings 14	Ar	10 10 AM			
			907		Laurel	1146				
			915		Park City	1138				
5 00 AM	*	9 05 AM	932		Columbus	1121	8 05 AM			
5 32 AM	*	10 26 AM	973		Big Timber	1080	8 30 AM			
6 10 AM	*	10 53 AM	988		Springdale	1065	9 00 AM			
12 05 PM		12 05 PM	1007	Ar	Livingston 14	Lv	9 30 AM			
				Ar	Yellowstone Park (Gardiner)	Lv	7 15 AM			
			1182		Rozeman	1021	1 45 PM			
			1041		Belgrade	1011	5 55 AM			
8 07 AM		1 20 PM	1051		Manhattan	1002	3 45 AM			
4 15 PM		4 15 PM	1057	Lv	Logan 14	996	3 19 AM			
7 30 PM		11 40 PM	1128	Ar	Butte 11, 14, 15	923	2 54 AM			
11 40 PM			1153	Ar	Anaconda 14, 15	914	2 40 AM			
				Lv	Logan 14	996	11 40 PM			
4 25 PM		4 25 PM	1057	Lv	Loubaud 15	976	8 25 AM			
5 04 PM		5 04 PM	1077	Ar	Toscon	967	5 05 PM			
5 23 PM		5 23 PM	1086	Ar	Wilson	956	4 20 PM			
5 41 PM		5 41 PM	1097	Ar	Townsend	955	3 38 AM			
6 10 PM	*	6 10 PM	1136	Ar	Prickly Pear 14, 15	973	2 58 AM			
6 42 PM	*	6 42 PM	1138	Ar	Helena 11, 15, 16	923	2 30 AM			
10 40 AM		10 40 AM	1130	Lv	Helena 11, 15, 16	923	1 50 AM			
10 50 AM		10 50 AM	1130	Lv	Elliston	894	5 05 PM			
12 20 PM		12 20 PM	1159	Ar	Avon	885	4 20 PM			
12 38 PM		12 38 PM	1168		Butte 11, 14, 15	923	3 35 PM			
4 55 PM		4 55 PM	1239	Lv	Anaconda 14, 15	911	4 00 PM			
7 00 PM		7 00 PM	1225	Ar	Deer Lodge 14, 15	883	3 10 PM			
9 05 PM		9 10 PM	1193	Ar	Garrison 14, 15	872	2 30 PM			
				Lv	Garrison 10, 11	872	1 40 PM			
6 30 PM	*	6 30 PM	1181	Lv	Gold Creek	873				
7 47 PM	*	7 47 PM	1249	Ar	Diamond 15	859				
8 04 PM		8 04 PM	1214		Bonanza	830				
8 44 PM		8 44 PM	1248		Romita	823				
					Romer	905				
3 15 PM		3 15 PM	1255		Missoula 16	798				
4 59 PM	*	4 59 PM	1292		Selish	761	9 10 PM			
5 12 PM		5 12 PM	1299		Jocko	751	7 35 PM			
5 05 PM	*	5 05 PM	1332		Plains	721	7 20 PM			
6 55 PM	*	6 55 PM	1357		Thompson Falls	696	5 52 PM			
7 41 PM	1	7 41 PM	1390	Ar (Mtn. Time)	Trout Creek (Mtn. Time)	673	5 11 PM			

Numbers opposite stations refer to pages on which will be found time of connecting branch trains.
See page 8 for meaning of reference marks. Where time is not shown opposite stations trains do not stop.

Trains Nos. 1, 2, 5, and 6 run via Butte: Nos. 3 and 4 via Helena.

[illegible]



Yellowstone National Park Route



ASHLAND, DULUTH, HELENA AND TACOMA LINE.

WEST—Read Down.				EAST—Read Up.			
Pass. Daily.	Pass. Daily.	Pass. Daily.	Miles.	STATIONS.	Dist. Table	Pass. Daily.	Pass. Daily.
4 25 PM	8 20 AM	0	Lv. Ashland Ar	76	11 00 AM	7 00 PM	
5 19 PM	9 20 AM	28	Lv. Iron River Ar	47	9 56 AM	5 59 PM	
6 39 PM	10 37 AM	36	Lv. Brule Ar	39	9 37 AM	5 39 PM	
7 50 PM	11 48 AM	41	Lv. Blueberry Ar	34	9 24 AM	5 29 PM	
9 07 PM	12 53 AM	44	Lv. Maple Ar	32	9 18 AM	5 22 PM	
10 17 PM	1 57 AM	45	Lv. Weihe Ar	30	9 13 AM	5 16 PM	
11 27 PM	3 02 AM	48	Lv. Poplar Ar	28	9 07 AM	5 09 PM	
12 37 PM	4 07 AM	50	Lv. Wentworth Ar	25	8 59 AM	5 01 PM	
1 44 PM	5 07 AM	63	Lv. Nettleton Ar Superior	12	8 55 AM	4 55 PM	
2 55 PM	6 07 AM	67	Lv. Central Ar Superior	8	8 25 AM	4 25 PM	
4 05 PM	7 07 AM	71	Lv. Superior Ar	5	8 00 AM	4 00 PM	
5 15 PM	8 15 AM	76	Lv. Duluth Ar	0			
7 30 PM	8 40 AM	0	Lv. Duluth Ar	2059	7 55 AM	4 55 PM	
8 45 PM	9 55 AM	5	Lv. Superior Ar	2053	7 40 AM	4 38 PM	
9 55 PM	10 05 AM	9	Lv. Central Ar Superior	2050	7 30 AM	4 23 PM	
11 05 PM	11 15 AM	28	Lv. Carlton Ar	2031	6 50 AM	3 43 PM	
12 15 PM	12 25 AM	38	Lv. Sawyer Ar	2021	6 31 AM	3 26 PM	
1 25 PM	1 35 AM	49	Lv. Cromwell Ar	2010	6 09 AM	3 05 PM	
2 35 PM	2 45 AM	80	Lv. Kimberly Ar	1979	5 13 AM	2 13 PM	
3 45 PM	3 55 AM	91	Lv. Aitkin Ar	1968	4 48 AM	1 53 PM	
4 55 PM	5 05 AM	102	Lv. Deerwood Ar	1957	4 30 AM	1 35 PM	
5 05 PM	5 15 AM	119	Lv. Brainerd Ar	1940	4 05 AM	1 10 PM	
6 15 PM	6 25 AM	148	Lv. Staples Ar	1911	3 05 AM	11 55 AM	
7 25 PM	7 35 AM	257	Lv. Fargo Ar	1802	11 10 PM	7 10 AM	
8 35 PM	8 45 AM	349	Lv. Jamestown Ar	1710	10 25 PM	6 25 AM	
9 45 PM	9 55 AM	1136	Lv. Helena Ar	923	7 20 PM	5 55 AM	
10 55 PM	11 05 AM	1915	Lv. Butte Ar	725	6 45 PM	5 15 AM	
12 05 PM	12 15 AM	1936	Lv. Tacoma Ar	141	7 35 AM	8 25 PM	
1 15 PM	1 25 AM	2059	Lv. Seattle Ar	185	7 45 AM	10 30 PM	
2 25 PM	2 35 AM		Lv. Portland Ar	0	11 45 PM	3 00 PM	

WASHBURN BRANCH.

	Mixed Ex. Sun.	Mls.	STATIONS.	Mixed Ex. Sun.		
	10 30 AM	0	Lv Iron River Ar	5 00 PM		
	11 24 AM	11	Benton.	4 02 PM		
	12 30 PM	34	Ar Washburn Lv	3 00 PM		

LITTLE FALLS AND DAKOTA BRANCH.

Pass. Ex. Sun.	Mixed Ex. Sun.	Miles.	STATIONS.	Mixed Ex. Sun.	Mixed Ex. Sun.	Pass. Ex. Sun.
2 15 PM	7 20 AM	0	Lv. Brainerd Ar	3 40 PM	6 15 PM	10 45 AM
2 51 PM	9 45 AM	0	Lv. Little Falls Ar	2 40 PM	4 30 PM	10 10 AM
3 02 PM	10 50 AM	16	Lv. Swanville Ar	2 10 PM		9 59 AM
3 12 PM	11 15 AM	21	Lv. Burtrum Ar	1 40 PM		9 49 AM
3 40 PM	12 40 PM	25	Lv. Grey Eagle Ar	11 30 AM		9 20 AM
4 08 PM	12 45 PM	37	Lv. Sank Centre Ar	10 45 AM		8 53 AM
4 19 PM	1 25 PM	48	Lv. Westport Ar	10 15 AM		8 42 AM
4 35 PM	2 30 PM	53	Lv. Villard Ar	9 15 AM		8 24 AM
4 56 PM	4 10 PM	63	Lv. Starbuck Ar	8 35 AM		7 41 AM
5 19 PM	4 55 PM	79	Lv. Cyrus Ar	8 00 AM		7 20 AM
5 45 PM	5 35 PM	88	Lv. Morris Ar			

FERGUS FALLS BRANCH.

Pass. Ex. Sun.	Mixed Ex. Sun.	Miles.	STATIONS.	Mixed Ex. Sun.
7 30 PM	7 55 AM	0	Lv. Duluth Ar	7 55 AM
8 00 PM	7 25 AM	0	Lv. St. Paul Ar	7 25 AM
8 35 PM	6 50 AM	0	Lv. Minneapolis Ar	6 50 AM
9 00 PM	11 55 PM	0	Lv. Wadena Ar	11 55 PM
9 30 PM	11 22 PM	10	Lv. Deer Creek Ar	11 22 PM
9 55 PM	11 00 PM	18	Lv. Henning Ar	11 00 PM
10 11 AM	10 42 PM	24	Lv. Vining Ar	10 42 PM
10 22 AM	10 27 PM	29	Lv. Clithral Ar	10 27 PM
10 35 AM	10 15 PM	33	Lv. Battle Lake Ar	10 15 PM
10 55 AM	9 50 PM	41	Lv. Underwood Ar	9 50 PM
11 11 AM	9 20 PM	52	Lv. Fergus Falls Ar	9 20 PM
11 25 AM	8 55 PM	63	Lv. Foxhome Ar	8 55 PM
11 45 AM	8 25 PM	77	Lv. Breckknidge Ar	8 25 PM
12 05 PM	8 20 PM	78	Lv. Wahpeton Ar	8 20 PM
12 30 PM	7 20 PM	85	Lv. Farmington Ar	7 20 PM
1 00 PM	6 58 PM	91	Lv. Moorhead Ar	6 58 PM
	6 38 PM	104	Lv. Wyndmere Ar	6 38 PM
	6 30 PM	119	Lv. Minn. Ar	6 30 PM
	4 50 PM	151	Lv. Oakes Ar	4 50 PM
	2 30 PM			2 30 PM

FARGO & SOUTHWESTERN BRANCH.

Pass. Ex. Sun.	Miles.	STATIONS.	Pass. Ex. Sun.
8 30 AM	0	Lv. Fargo Ar	7 05 PM
8 57 AM	10.7	Lv. Horace Ar	6 35 PM
9 15 AM	19.4	Lv. Davenport Ar	6 15 PM
9 36 AM	29.2	Lv. Leonard Ar	5 51 PM
10 02 AM	41.7	Lv. Sheldon Ar	5 20 PM
10 38 AM	56.4	Lv. Lisbon Ar	4 42 PM
11 14 AM	68.9	Lv. Englevale Ar	4 07 PM
12 35 PM	88.2	Lv. La Moure Ar	3 20 PM
1 40 PM	109.6	Lv. Edgeley Ar	2 30 PM

"DULUTH SHORT LINE."

NORTH—Read Down.				SOUTH—Read Up.			
No. 106 Daily.	No. 104 Limited Daily.	No. 102 Except Sunday.	Miles fr. St. Paul.	STATIONS.	Miles fr. Duluth.	No. 101 Except Sunday.	No. 103 Limited Daily.
10 30 PM	2 00 PM	8 15 AM	6	Lv. Minneapolis Ar	152	3 30 PM	7 00 PM
11 10 PM	2 25 PM	9 56 AM	10	Lv. St. Paul Ar	150	2 50 PM	6 25 PM
11 20 PM		10 04 AM	3	Lv. East 1st Street Ar	147	2 40 PM	
11 27 PM	2 40 PM	9 09 AM	5	Lv. Gladstone Ar	144	2 35 PM	
* 11 40 PM		8 22 AM	10	Lv. Lake Shore Ar	142	* 2 22 PM	
11 45 PM	2 55 PM	9 25 AM	11	Lv. White Bear Ar	141	2 20 PM	5 55 PM
10 45 PM	1 45 PM	7 30 AM	24	Lv. Stillwater Ar	153	3 30 PM	7 15 PM
* 11 59 PM	a	9 29 AM	12	Lv. Bald Eagle Ar	140	2 15 PM	a
* 12 31 AM	a	9 35 AM	17	Lv. Forest Lake Ar	137	2 08 PM	a
12 42 AM	3 25 PM	9 53 AM	29	Lv. Wyoming Ar	123	1 45 PM	5 28 PM
			50	Lv. Taylors Falls Ar	143		
* 12 52 AM	a	10 00 AM	33	Lv. Stacy Ar	119	1 36 PM	a
* 1 10 AM	* 3 42 PM	10 14 AM	41	Lv. North Branch Ar	111	1 20 PM	5 10 PM
* 1 23 AM	a	10 24 AM	46	Lv. Harris Ar	106	1 10 PM	a
1 41 AM	4 00 PM	10 36 AM	53	Lv. Rush City Ar	99	12 57 PM	4 51 PM
			70	Lv. Grantsburg Ar	116	11 59 AM	
* 1 53 AM		10 47 AM	58	Lv. Rock Creek Ar	94	12 40 PM	a
* 2 05 AM	4 17 PM	10 58 AM	63	Lv. Pine City Ar	89	12 28 PM	4 36 PM
* 2 20 AM		* 11 10 AM	69	Lv. Beroun Ar	83	* 12 12 PM	
* 2 26 AM		* 11 18 AM	73	Lv. Mission Creek Ar	79	12 01 PM	
* 2 37 AM	4 38 PM	11 27 AM	76	Lv. Huckleby Ar	76	11 50 AM	4 13 PM
* 2 44 AM		11 37 AM	81	Lv. Friesland Ar	71	11 37 AM	
* 2 51 AM		11 46 AM	86	Lv. Groningen Ar	66	11 26 AM	
* 3 02 AM		11 53 AM	89	Lv. Finlayson Ar	63	11 18 AM	
* 3 12 AM	a	12 01 PM	94	Lv. Rutledge Ar	58	11 08 AM	b
* 3 22 AM	a	12 09 PM	98	Lv. Willow River Ar	54	11 00 AM	a
* 3 32 AM		12 17 PM	103	Lv. Sturgeon Lake Ar	49	10 51 AM	
* 3 42 AM		12 28 PM	109	Lv. Moose Lake Ar	43	10 38 AM	
* 3 52 AM		12 37 PM	113	Lv. Barnum Ar	39	10 29 AM	a
* 4 02 AM		12 47 PM	119	Lv. Mahtowa Ar	33	10 17 AM	
* 4 12 AM	5 53 PM	1 11 PM	131	Lv. Carlton Ar	21	9 50 AM	3 00 PM
* 4 22 AM	6 25 PM	1 40 PM	138	Lv. Cloquet Ar	27	9 15 AM	2 20 PM
* 4 32 AM	5 10 PM	12 00 PM		Lv. Cloquet Ar		10 35 AM	3 40 PM
* 4 42 AM				Lv. Carlton Ar			3 00 PM
* 4 52 AM	5 54 PM			Lv. Central Ar Superior			2 28 PM
* 5 02 AM	6 23 PM			Lv. Ar Superior Ar		8 56 AM	2 19 PM
* 5 12 AM	6 33 PM	2 17 PM		Lv. Ar West Duluth Jc. Ar			2 07 PM
* 5 22 AM	6 46 PM			Lv. Carlton Ar	21	9 50 AM	
* 5 32 AM	6 59 PM	1 13 PM	133	Lv. Thompson Ar	19	9 47 AM	
* 5 42 AM		* 1 22 PM	136	Lv. Howell Ar	16	9 42 AM	
* 5 52 AM		* 1 36 PM	141	Lv. Short Line Park Ar	11	9 30 AM	
* 6 02 AM		* 1 46 PM	144	Lv. Smithville Ar	8	9 20 AM	
		1 53 PM	147	Lv. West Duluth Jc. Ar	5		
6 12 AM	2 17 PM	1 11 PM	147	Lv. Superior Ar	8	8 56 AM	
6 15 AM	6 46 PM	1 53 PM	147	Lv. West Duluth Jc. Ar	5		2 07 PM
6 25 AM	6 49 PM	1 57 PM	148	Lv. West Duluth Ar	4	9 12 AM	2 05 PM
6 30 AM	7 00 PM	2 06 PM	151	Lv. 20th Avenue Ar	1	9 03 AM	1 13 PM
		2 10 PM	152	Lv. Duluth Ar	0	9 00 AM	1 55 PM

* Stop on Signal. † Lunch. ‡ Except Sunday. a Stop on flag Sundays. b Stop on flag Saturdays.

TAYLORS FALLS BRANCH.

Read Down.			Mls	STATIONS.	Read Up.	
Ex. Sun.	Ex. Sun.	Ex. Sun.			Ex. Sun.	
4 55 PM	8 15 AM	0	Lv. Minneapolis	9 20 AM	3 30 PM	
5 35 PM	8 55 AM	0	Lv. St. Paul	8 40 AM	2 50 PM	
4 50 PM	7 30 AM	12	Lv. Stillwater	10 10 AM	3 30 PM	
6 10 PM	9 27 AM	12	Lv. White Bear	8 05 AM	2 20 PM	
6 13 PM	9 29 AM	13	Lv. Bald Eagle	8 02 AM	2 15 PM	
6 21 PM	9 35 AM	17	Lv. Hugo	7 54 AM	2 08 PM	
6 37 PM	9 46 AM	25	Lv. Forest Lake	7 38 AM	1 54 PM	
6 45 PM	10 53 AM	26	Lv. Wyoming	7 30 AM	1 45 PM	
7 00 PM	10 22 AM	36	Lv. Chisago City	7 15 AM	1 00 PM	
7 05 PM	10 35 AM	38	Lv. Lindstrom	7 09 AM	12 45 PM	
7 10 PM	10 40 AM	40	Lv. Centre City	7 05 AM	12 30 PM	
7 35 PM	11 20 AM	50	Lv. Taylors Falls	6 45 AM	11 50 AM	

For time of trains between St. Paul, Minneapolis and White Bear and Stillwater; between Duluth and Spirit Lake and Fond du Lac; between Carlton and Cloquet, see small folder.

See page 8 for meaning of reference marks.

MINNESOTA & INTERNATIONAL RY. CO.

Daily Ex. Sun.		Mls.	STATIONS.		Daily Ex. Sun.
2 00 PM	0	Lv.	Brainerd	Ar	12 05 PM
3 21 PM	30		Pine River		10 46 AM
3 51 PM	61		Walker		9 38 AM
5 36 PM	92	Ar.	Bemidji	Lv	8 20 AM
6 16 PM	102		Turtle		7 42 AM
6 50 PM	116		Blackduck		7 10 AM
			Kelliher		
7 30 PM	132	Ar	Northome	Lv	6 30 AM



Yellowstone National Park Route



ST. PAUL, MINNEAPOLIS, DULUTH, ASHLAND,
GRAND FORKS, AND WINNIPEC LINE.

RED RIVER BRANCH.

Mixed, Daily, Ex. Sun.	No. 7 Daily.	Mls.	STATIONS.	No. 8 Daily.	Mixed, Daily, Ex. Sun.
	8 00 PM		Lv. St. Paul Ar	7 25 AM	
	8 35 PM		Lv. Minneapolis Ar	7 50 AM	
	8 55 PM		Lv. Ashland Ar	11 00 AM	
	7 30 PM		Lv. Duluth Ar	7 55 AM	
	4 45 AM	0	Lv. Winnipeg Jc. Ar	10 35 PM	
	4 10 AM	13	Ulen	10 08 PM	
	4 00 AM	26	Twin Valley	9 46 PM	
	4 45 AM	34	Gary	9 31 PM	
	4 10 AM	46	Fertile	9 08 PM	
			Lv. Fertile Ar	7 05 PM	
			Dugdale	6 35 PM	
			Red Lake Falls Lv	6 05 PM	
			Dorothy	5 03 PM	
			Buttington	4 20 PM	
			Key West	4 05 PM	
			Carthage Junction Lv	3 40 PM	
			Harold	8 38 PM	
			Crookston	8 25 PM	
			Freeman's	8 05 PM	
			Davidson	7 30 PM	
			East Grand Forks	7 25 PM	
			Grand Forks	7 00 PM	
			Kelly's	6 50 PM	
			Meckinock	6 31 PM	
			Gilby	6 22 PM	
			Johnstown	6 12 PM	
			Forest River	5 40 PM	
			Cashel	5 23 PM	
			Drayton	5 02 PM	
			Bowmont	4 42 PM	
			Joliet	4 24 PM	
			Pembina Lv	4 02 PM	

CANADIAN NORTHERN RAILWAY.

Daily.	Mls.	STATIONS.	Daily.
11 02 AM	0	Lv. Pembina Ar	3 57 PM
11 15 AM	3	Emerson	3 52 PM
12 07 PM	28	Morris	3 05 PM
1 30 PM	68	Ar. Winnipeg Lv	1 45 PM

BRANDON SECTION.

Tues., Thu., Sat.	Mon., Wed., Fri.	Mls.	STATIONS.	Tues., Thu., Sat.	Mon., Wed., Fri.
	8 05 AM	0	Lv. Winnipeg Ar	6 25 PM	
	9 35 AM	41	Morris	4 55 PM	
	10 35 AM	67	Roland	3 51 PM	
	11 04 AM	81	Miami	12 55 PM	11 20 AM
2 00 PM	1 40 PM	143	Ar. Belmont Lv		
3 35 PM	3 36 PM	173	Lv. Minto	10 57 AM	9 30 AM
4 25 PM	4 03 PM	185	Elgin	10 29 AM	9 05 AM
5 20 PM	4 30 PM	197	Ar. Hartney Lv	10 05 AM	8 00 AM
	3 40 PM	161	Wawanessa	10 45 AM	
	5 20 PM	185	Ar. Brandon Lv	9 15 AM	

MAIN LINE - EAST.

Daily Ex. Sun.	Mls.	STATIONS.	Daily Ex. Sun.
10 25 AM	0	Lv. Winnipeg Ar	4 25 PM
3 16 PM	115	Warroad	11 43 AM
4 47 PM	132	Beaudette	9 50 AM
4 57 PM	153	Rainy River	9 45 AM
7 10 PM	188	Eino	8 07 AM
	208	Ar. Fort Frances Lv	7 15 AM
		Lv. Fort Frances Ar	11 00 PM
		Mine Centre	7 55 PM
		Atikokan Lv	5 05 PM
		Ft. William	8 10 AM
		Ar. Port Arthur Lv	8 00 AM

MAIN LINE - WEST.

Mon., Fri.	Tues., Thu., Sat.	Mon., Wed., Fri.	Mls.	STATIONS.	Tues., Thu., Sat.	Mon., Wed., Fri.	Mon., Fri.
7 00 AM	10 45 AM	10 45 AM	0	Lv. Winnipeg Ar	5 00 PM	5 00 PM	5 50 PM
10 35 AM			53	Ar. Carman Lv			1 40 PM
	1 40 PM	1 40 PM	56	Lv. La Prairie Lv	2 45 PM	2 45 PM	
	4 05 PM		118	Neepawa	1 20 PM	12 25 PM	
			93	Gladstone	9 45 AM	8 45 AM	
	7 20 PM		178	Ar. Dauphin Lv			
		Mo. We. Fri	208	Ar. Grandview Lv	Tu. Th. Sat.		
					6 00 AM		
		Fri.	217	Ar. Winnipegosis Lv	Sat.		
					5 15 AM		
		Tu. Th. Sat.	280	Ar. Swan River Lv	We. Th. Sat.		
					2 00 AM		
		Tues.	371	Ar. Erwood Lv	Tues.		
					7 00 PM		

YELLOWSTONE PARK BRANCH.

Mixed, Ex. Sun.	Mls.	STATIONS.	Pass. Daily
9 00 AM	0	Lv. Livingston Ar	5 00 PM
9 33 AM	10	Brisbin	4 27 PM
10 05 AM	20	Chieory	3 55 PM
10 15 AM	23	Emigrant	3 45 PM
11 40 AM	50	Hort	2 20 PM
11 50 AM	51	Cinnabar	2 00 PM
12 05 PM	54	Ar. Gardiner Lv	1 45 PM

DEVIL'S LAKE BRANCH.

Mixed, Mo., Wed. and Fri.	Mixed, Ex. Sun.	Mls.	STATIONS.	Mixed, Ex. Sun.	Mixed, Tu., Thu. and Sat.
	9 45 AM	0	Lv. Jamestown Ar	5 20 PM	
	*10 02 AM	6	Parkhurst	*5 03 PM	
	*10 22 AM	13	Buchanan	*4 45 PM	
	10 43 AM	21	Piagree	4 24 PM	
	11 20 AM	35	Melville	3 47 PM	Arrive
Leave 12 30 PM	11 45 AM	41	Ar. Carrington Lv	3 24 PM	11 59 AM
1 35 PM			Sykston		10 45 AM
2 55 PM			Bowdon		9 30 AM
5 00 PM			Goodrich		7 45 AM
			Ar. Denhoff Lv		7 00 AM
	12 30 PM	60	New Rockford	2 40 PM	
	1 20 PM	71	Shenym	2 10 PM	
	1 45 PM	79	Oberon	1 45 PM	
	2 35 PM	90	Minnewaukan	12 30 PM	
	4 00 PM	108	Ar. Leeds Lv	11 20 AM	

JAMES RIV. & OAKES BRANCHES

Mixed, Ex. Sun.	Mls.	STATIONS.	Mixed, Ex. Mon.	Mixed, Tu., Thn. and Sat.	Mls.	STATIONS.	Mixed, Mo., We. and Fri.
9 10 AM	0	Lv. Jamestown Ar	6 30 AM	2 15 PM	0	Lv. Oberon Ar	9 30 AM
10 10 AM	19	Montpelier	5 10 AM	3 35 PM	15	Maddock	8 10 AM
*10 35 AM	26	Adrian	*4 30 AM	5 00 PM	27	Ar. Rhodes Lv	7 00 AM
10 55 AM	33	Dickey	*4 10 AM				
*11 38 AM	49	Grand Rapids	*3 30 AM				
12 15 PM	51	La Moure Lv	3 00 AM				
1 20 PM	54	Oakes Junction	2 30 AM				
1 55 PM	59	Glover	*2 00 AM				
2 30 PM	69	Ar. Oakes Lv	1 30 AM				

OBERON BRANCH.

See page 8
for meaning of
reference marks
used
on this page.

COOPERSTOWN BRANCH.

Mixed, Ex. Sun.	Mls.	STATIONS.	Mixed, Ex. Sun.	Mixed, Mo., We. and Fri.	Mls.	STATIONS.	Mixed, Tu., Thn. and Sat.
8 45 AM	0	Lv. Saphara Ar	6 00 PM	10 00 AM	0	Lv. Casselton Ar	12 55 PM
9 49 AM	18	Dazey	4 55 PM	10 55 AM	12	Embsen	11 53 AM
10 20 AM	27	Hannafor	4 25 PM	11 55 AM	27	Luca	10 50 AM
11 05 AM	36	Cooperstown	3 45 PM	1 30 PM	41	Kathryn	9 30 AM
12 15 PM	51	Jessie	2 45 PM	3 15 PM	52	Lithville	8 15 AM
12 55 PM	63	Ar. McHenry Lv	1 45 PM	4 00 PM	60	Ar. Marion Lv	7 30 AM

CASSETON BRANCH.

CLARK'S FORK BRANCH.

Mixed, Tu., Thn. and Sat.	Mls.	STATIONS.	Mixed, Tu., Thn. and Sat.	Pass. Daily	Mls.	STATIONS.	Pass. Daily
8 45 AM	0	Lv. Billings Ar	4 40 PM	10 30 AM	0	Lv. Billings Ar	6 30 PM
9 39 AM	16	Laurel	3 45 PM	10 55 AM	17	Laurel	5 55 PM
10 45 AM	25	Ar. Shesha Lv	3 10 PM	11 31 AM	34	Wilsey	5 11 PM
12 20 PM	32	Fromberg	2 30 PM	11 42 AM	38	Carbon	5 05 PM
1 05 PM	45	Ar. Bridger Lv	2 00 PM	12 16 PM	47	Merritt	4 35 PM
				1 00 PM	61	Ar. Red Lodge Lv	4 00 PM

ROCKY FORK BRANCH.

BUTTE LINE, AND RED BLUFF AND PONY BRANCHES.

Mxd. Ex. Sun.	Daily	No. 5 Daily	No. 1 Daily	Miles.	STATIONS.	No. 2 Daily	No. 6 Daily	Mxd. Ex. Sun.
A M	A M	P M	P M	0	Lv. Logan Ar	A M	A M	P M
8 20	1 35	4 20	5		Three Forks	4 48	2 35	8 50
9 15	8 59	2 05	19		Sappington		*1 58	*3 13
10 05			29		Ar. Harrison Lv			12 50
12 10			35		Ar. Pony Lv			12 30
10 15			40		Ar. Norris Lv			11 15
2 50	9 40	2 40	5 25	38	Whitehall	3 43	1 25	2 40
3 30			48		Waterloo			11 50
4 50			64		Twin Bridges			10 45
6 20			84		Alder			9 10
	9 55	*2 55	45		Pipestone		1 10	2 18
	11 09	*3 58	61		Honestake			1 30
	11 45	4 45	71		Ar. Butte Lv	1 55	11 40	12 45
	6 05	8 48	111		Ar. Deer Lodge Lv	12 09	9 35	
	6 25	9 10	122		Ar. Garrison Lv	11 45	9 10	



Yellowstone National Park Route



BISMARCK, WASHBURN & GREAT FALLS RY.

Ex. Sun.	Mis	STATIONS.	Ex. Sun.
8 30 AM	0	Lv. Bismarck Ar	5 00 PM
9 10 AM	10	Arnold	4 30 PM
9 35 AM	18	Baldwin	4 00 PM
10 30 AM	27	Wilton	3 35 PM
11 30 AM	45	Washburn	2 15 PM
12 20 PM	58	Ar Underw'd Lv	1 15 PM

LINTON BRANCH.

Mixed. Mon., Wed., Fri.	Mis.	STATIONS.	Mixed. Tu., Thu. and Sat.
1 00 PM	0	Lv. McKenzie Ar	10 00 AM
1 50 PM	13	Bessoba	9 00 AM
2 50 PM	28	Hazelton	8 00 AM
3 25 PM	37	Godkin	7 25 AM
4 00 PM	45	Ar Linton Lv	7 00 AM

MONTANA RAILROAD.

Mixed. Mon., Wed. and Fri.	Tu., Thur. and Sat.	Mis	STATIONS.	Mon., Wed. and Fri.	Mixed. Tu., Thur. and Sat.
8 00 AM	9 50 AM	0	Lv. Lombard Ar	3 45 PM	4 00 PM
9 00 AM	10 32 AM	14	Mauldow	3 00 PM	3 00 PM
12 00 PM	12 10 PM	45	Dorscy	1 20 PM	1 00 PM
			(White Sulphur Springs)		
2 05 PM	1 18 PM	55	Freemans (Castle.)	12 20 PM	11 50 AM
			Martinsdale	11 45 AM	11 00 AM
3 05 PM	1 55 PM	70	Twodot	11 15 AM	10 20 AM
3 45 PM	2 25 PM	82	Harlowton (Merino)	10 50 AM	9 45 AM
4 25 PM	3 25 PM	95	Ubet	9 55 AM	8 35 AM
5 30 PM	4 30 PM	138	Moore	9 18 AM	7 45 AM
8 00 PM	5 30 PM	157	Ar Lewistown Lv	8 30 AM	6 45 AM

MONTANA UNION BRANCH.

No. 6	No. 2	Mis	STATIONS.	No. 1	No. 5
Daily.	Daily.	Gr Sn	For main line card see pages 7-10.	Daily.	Daily.
9 10 PM	11 45 PM	0	Lv. Garrison Ar	9 10 PM	6 25 PM
9 35 PM	12 09 AM	11.0	Deer Lodge	8 48 PM	6 05 PM
		17.1	Dempsey		
10 11 PM		19.9	Race Track		
10 43 PM	1 05 AM	26.3	Warm Springs	8 05 PM	5 42 PM
11 08 PM		37.4	Durant		5 22 PM
11 30 PM	1 45 AM	44.5	Silver Bow		5 10 PM
		51.4	Ar Butte Lv	7 40 PM	4 55 PM

BUTTE, ANACONDA & PACIFIC RAILWAY.

Lv Butte	7 10 AM	12 20 PM	5 00 PM	10 50 PM
Durant	7 36 AM	12 47 PM	5 30 PM	11 17 PM
Ar Anaconda	8 00 AM	1 10 PM	5 55 PM	11 40 PM
Lv Anaconda	4 30 AM	8 25 AM	3 30 PM	6 50 PM
Durant		8 50 AM	3 55 PM	7 13 PM
Ar Butte	5 20 AM	9 20 AM	4 20 PM	7 40 PM

BITTER ROOT BRANCH.

Pass. Ex. Sun.	Mis	STATIONS.	Pass. Ex. Sun.
9 15 PM	0	Lv. Missoula Ar	8 25 AM
* 9 26 PM	4	Bitter Root	8 10 AM
9 42 PM	11	Lo Lo	7 55 AM
10 02 PM	20	Florence	7 38 AM
10 20 PM	28	Stevensville	7 20 AM
10 38 PM	35	Victor	7 02 AM
10 55 PM	43	Woodside	6 45 AM
11 05 PM	47	Hamilton	6 35 AM
	50	Ar Grantsdale Lv	6 15 AM

MARYSVILLE BRANCH.

Mixed. Ex. Sun.	Mis	STATIONS.	Mixed. Ex. Sun.
3 30 PM	0	Lv. Helena Ar	9 00 AM
4 00 PM	9.1	Clough Junction	8 30 AM
4 25 PM	15.5	Cruse	8 10 AM
5 00 PM	21.5	Ar Marysville Lv	7 45 AM

PHILIPSBURG BRANCH.

Mixed. Ex. Sun.	Mis	STATIONS.	Mixed. Ex. Sun.
7 15 PM	0	Lv Drummond Ar	10 35 AM
7 29 PM	2.9	New Chicago	10 20 AM
8 55 PM	25.4	Ar Philipsburg Lv	9 10 AM
	31.4	Ar Rumsey Lv	

See page 8 for meaning of reference marks.

Travelers on "North Coast Limited"

Please remember that upon retiring at night you can give your suit of clothes to the Observation Car porter and he will press it and have it ready for you upon rising the next morning. If you have a suit in your grip that needs pressing he will attend to it and charge you a reasonable fee therefor.

WASHINGTON CENTRAL BRANCH.

Pass. Daily	Mile	STATIONS.	Pass. Daily
1 40 PM	0	Lv. Spokane Ar	11 30 AM
2 35 PM	16	Lv. Cheney Ar	10 50 AM
3 00 PM	26	Medical Lake	10 23 AM
3 40 PM	42	Reardan	9 40 AM
4 20 PM	57	Davenport	9 05 AM
5 18 PM	88	Creston	8 10 AM
6 18 PM	103	Wilton Lv	7 45 AM
7 00 AM	106	Almira	7 13 AM
		Coulee Jct.	6 30 AM
7 10 PM	124	Ar Coulee Cy. Lv	6 20 AM
8 45 PM	127	Ar Adrian Lv	4 30 AM

DE SMET, CŒUR D'ALENE, AND FT. SHERMAN BRANCHES.

Pass. Ex. Sun.	Mixed. Daily.	Miles	STATIONS.	Mixed. Daily.	Pass. Ex. Sun.
		0	Lv. Helena Ar		
	7 00 AM	125	Lv. Missoula Ar	3 05 PM	
	7 20 AM	131	Lv. DeSmet Ar	2 45 PM	
	* 7 40 AM	142	Frenchtown	2 20 PM	
	9 35 AM	189	Ar Iron Mountain Lv	12 15 PM	
	10 10 AM	205	St. Regis	11 20 AM	
	11 15 AM	227	Saltcote	10 20 AM	
	Lv. 12 55 PM	253	Mullan	8 45 AM	
	2 40 PM	259	Ar Wallace Lv	8 20 AM	Ar. 12 45 PM
		266	Ar. Burke Lv		
Daily.	2 55 PM	261	Ar. Osborne Lv		
	3 10 PM	270	Ar. Wardner Lv	12 30 PM	Daily.
	3 38 PM	282	Ar. Cataldo	12 15 PM	
	4 28 PM	308	Ar. Harrison Lv	11 45 AM	
		308	Lv. Harrison Ar	10 45 AM	
	4 30 PM	334	Ar Cr d'Alene Lv	9 00 AM	
	6 00 PM	334	Lv Cr d'Alene Ar		8 50 AM
	6 25 PM	343	Post Falls		8 20 AM
	6 40 PM	350	Hauser		8 05 AM
	7 25 PM	371	Ar Spokane Lv		7 30 AM

BURKE BRANCH.

Mixed. Ex. Sun.	Mixed. Daily.	Miles	STATIONS.	Mixed. Daily.	Mixed. Ex. Sun.
9 30 AM	3 45 PM		Lv. Wallace Ar	6 00 PM	11 30 AM
10 30 AM	4 45 PM		Ar. Burke Lv	5 00 PM	10 45 AM

PALOUSE, LEWISTON & FARMINGTON BRANCHES.

Mixed. Ex. Sun.	Mixed. Ex. Sun.	No. 9 Passenger Daily.	Miles	STATIONS.	No. 10 Passenger Daily.	Mixed. Ex. Sun.	Mixed. Ex. Sun.
		8 05 AM	0	Lv. Spokane Ar	2 30 PM		
		8 30 AM	9	Marshall	2 10 PM		
		8 55 AM	20	Spangle	2 00 PM		
		9 35 AM	35	Rosalia	1 45 PM		
		10 02 AM	46	Onesdale	1 05 PM		
11 20 AM		10 18 AM	52	Ar. Belmont Lv	12 35 PM		
11 50 AM			57	Ar Farmington Lv	12 22 PM		12 20 PM
		10 35 AM	58	Garfield	12 05 PM		11 50 AM
		11 05 AM	68	Ar. Palouse	11 40 AM		
		11 55 AM	84	Ar. Pullman Lv	10 55 AM		
		* 12 35 PM	91	Saley	* 9 10 AM		
		1 10 PM	101	Colton	8 30 AM		
		1 20 PM	93	Uniontown	8 20 AM		
		1 50 PM	113	Ar. Genesee Lv	7 45 AM		
		12 35 PM	94	Moscow	10 20 AM		
		1 20 PM	103	Kendrick	9 35 AM		
		2 00 PM	120	Julietta	1 55 AM		
		2 10 PM	124	Potlatch Jct.	8 40 AM		
		2 35 PM	133	Lv Lapwai Jct. Ar	8 15 AM		
		2 45 PM	136	Sweetwater	8 03 AM	7 50 AM	
5 35 AM			141	Ar. Culesac Lv		7 20 AM	
5 50 AM			148	North Lapwai	6 50 AM		
6 20 AM				Ar Lewiston Lv	8 00 AM		
		2 48 PM	136		7 35 AM		
		3 20 PM	147				

See page 8 for meaning of reference marks.

CLEARWATER SHORT LINE.

	Mixed. Ex. Sun.	Miles	STATIONS.	Mixed. Ex. Sun.	
	1 45 PM	0	Lv Lewiston Ar	9 00 AM	
	2 30 PM	14	Potlatch Jct.	8 10 AM	
	3 18 PM	27	Lenore	7 25 AM	
	3 55 PM	39	Ahsahka	6 47 AM	
	4 08 PM	43	Oro Fino	6 35 AM	
	5 20 PM	65	Kamiah	5 27 AM	
	5 45 PM	71	Kooskia	5 00 AM	
	6 00 PM	74	Ar Stites Lv	4 50 AM	

SPOKANE FALLS & NORTHERN RAILWAY AND KOOTENAI LINES.

Passenger Daily.	Passenger Daily.	STATIONS.	Passenger Daily.	Passenger Daily.
	8 45 AM	Lv Spokane Ar	6 15 PM	
	1 15 PM	Marcus	1 35 PM	
	2 53 PM	Grand Forks Jct.	10 48 AM	
	4 00 PM	Grand Forks	10 35 AM	
	4 53 PM	Curlew	9 34 AM	
	6 15 PM	Republie	8 30 AM	
	1 59 PM	Bossburg	12 56 PM	
	2 45 PM	Ar Northport Lv	12 10 PM	
3 00 PM	2 55 PM	Lv Northport Ar	11 57 AM	11 47 AM
4 35 PM		Ar Rossland Lv		10 40 AM
		Trail		
	7 20 PM	Ar Nelson Lv	7 20 AM	
	5 00 AM	Lv Nelson Ar	7 15 PM	
	8 40 AM	Ar Kaslo Lv	3 35 PM	
	11 25 AM	Ar Sandon Lv	1 00 PM	

Connects at Grand Forks for Midway, Greenwood, and points west on Canadian Pacific Railway.

Steamer to and from Kaslo, Ainsworth, Hendryx, Pilot Bay, and Balfour, B. C., connects with trains at Five Mile Point daily, except Sunday. Connects at Kaslo with Kaslo & Slocan Ry. (Sandon, B. C., Whitewater, B. C., Three Forks, B. C.)

WALLA WALLA, DAYTON AND PENDLETON LINE. WASHINGTON & COLUMBIA RIVER RY.

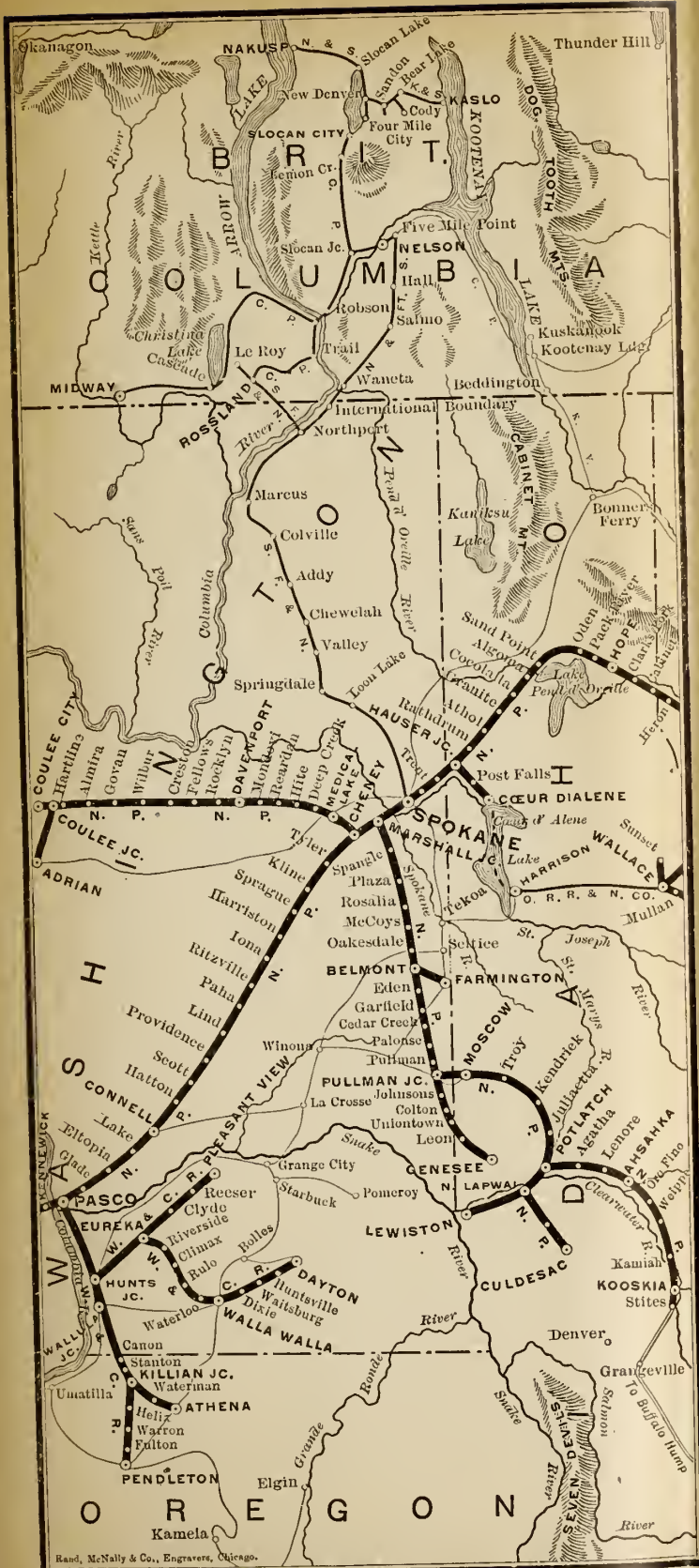
Sunday Only.	Daily, Mixed, No. 5	Daily Passenger No. 1	Mis.	STATIONS.	Daily Passenger No. 2	Daily, Mixed, No. 6	Sunday Only.
	5 45 AM	7 35 AM	---	Lv Pasco Ar	1 15 AM	1 50 AM	
		8 20 AM	0	Ar Wallula Lv	12 15 AM		
	6 35 AM	8 15 AM	0	Hunts Jct.	12 25 AM	11 59 PM	
	8 30 AM	9 19 AM	17	Adkins	11 20 PM	10 50 PM	
10 25 AM	8 50 AM	9 30 AM	22	Eureka Junction	11 10 PM	10 25 PM	2 00 PM
			27	Lv Lec Ar			1 30 PM
10 43 AM			30	Elwood	10 57 PM	9 40 PM	1 20 PM
10 58 AM			34	Clyde	10 45 PM	9 20 PM	1 05 PM
11 10 AM			42	Ar Pleasant V. Lv	10 20 PM	8 50 PM	12 30 PM
2 40 PM	9 15 AM	9 44 AM	29	Lv Lamar Ar	10 16 PM	8 17 PM	8 50 AM
3 00 PM	9 45 AM	9 59 AM	33	Climax	10 08 PM	8 00 PM	8 30 AM
3 30 PM	10 35 AM	10 23 AM	44	Dry Creek	10 00 PM	7 45 AM	8 05 AM
4 00 PM	10 52 AM	10 30 AM	48	Waterloo			7 45 AM
4 30 PM	11 02 AM	10 37 AM	50	Collis			
4 50 PM	11 15 AM	10 45 AM	53	Walla Walla Lv			
	1 15 PM		77	Dixie			
	2 25 PM		87	Ar Watburg Lv			
	3 00 PM			Ar Dayton Lv			

W. & C. R. Ry. operates a first-class sleeping car locally between Pasco and Walla Walla, connecting with Northern Pacific trains. Berth rate, one dollar.

Mon. Wed and Fri.	Tue., Thu. and Sat.	Mis.	STATIONS.	Daily, Ex. Sun.
7 35 AM	7 35 AM	---	Lv Pasco Ar	2 15 AM
8 40 AM	8 40 AM	0	Lv Hunts Jct. Ar	9 45 PM
9 35 AM	9 35 AM	11	Canon	8 45 PM
10 00 AM	10 00 AM	16	Vansycle	8 25 PM
10 15 AM	10 15 AM	18	Stanton	8 20 PM
10 25 AM	10 25 AM	21	Killian Junction	8 15 PM
12 30 PM	10 30 AM	24	Apex	8 00 PM
12 45 PM	10 45 AM	28	Helix	7 45 PM
1 00 PM	11 00 AM	33	Warren	7 25 PM
1 20 PM	11 20 AM	40	Fulton	7 00 PM
1 45 PM	11 45 AM		Ar Pendleton Lv	

See page 8 for meaning of reference marks.

Care is taken to have the time tables and information in this folder correct and free from typographical errors, but the Northern Pacific Railway does not guarantee their absolute correctness and reserves the right to vary therefrom without notice.



PORTLAND, TACOMA, AND SEATTLE LINE.

	Exp D'y	Exp D'y	Exp D'y	Exp D'y	Exp D'y	STATIONS	Exp D'y	Exp D'y	Exp D'y	Exp D'y	Exp D'y
	P M	A M	A M	P M	P M		P M	P M	P M	P M	A M
3 00	8 30				11 45	L. Portland A	5 30	7 00			7 00
4 40	10 15				1 25	Kalama	3 30	5 20			5 00
5 53	11 42				2 43	Wimlock	2 05	4 00			3 18
6 40	12 30	Lv.			3 25	Centralia	1 15	3 10	Ar.		2 20
	3 15	7 23				A Aberdeen L	10 10		8 55		
	1 55	9 45				L Olympia A	11 45		6 25		
8 25	3 20	11 10			5 20	A Tacoma L	10 15	1 20	5 00		11 45
8 40	3 35	11 20			7 35	L Tacoma A	10 00	1 05	4 45	7 40	11 10
8 55	3 52	11 35			5 50	Puyallup	9 44	12 40	4 25	7 24	10 54
9 04	4 02	11 45			6 00	Summer	9 37	12 49	4 15	7 15	
9 20	4 15	11 59			6 15	Anbun	9 25	12 05	3 55	7 03	10 31
					8 12	First St.	9 23		3 52	6 45	
9 33	4 23	12 12			8 40	Kent	9 17	11 52	3 43	6 35	10 20
					8 50	Orilla			*3 34		
10 10	5 00	12 50			9 20	A Seattle L	8 40	11 15	3 05	6 00	9 40
P M	P M	P M	P M	P M	P M		A M	A M	P M	P M	P M

COLUMBIA BRANCH.

Mixed Ex. Sun.	Mis	STATIONS.				Mixed Ex. Sun.
4 00 PM	0	Lv	Kalama	Ar	9 50 AM	
5 00 PM	28	Ar	Vancouver	Lv	8 20 AM	

YACOLT BRANCH.

Mixed Ex. Sun.	MIs	STATIONS.			Mixed Ex. Sun.
1 00 PM	0	Ly	Vancouver	Ar	9 30 AM
3 30 PM	31	Ar	Yacolt	Ly	6 30 AM

SEATTLE DIVISION.

Pass'r Daily.	Pass'r Daily.	Pass'r Daily.	Mls.	STATIONS.	Pass'r Daily.	Pass'r Daily.	Pass'r Daily.
5 40 PM	4 10 PM	8 40 AM	0	Lv. Seattle Ar	5 40 PM	12 30 PM	9 45 AM
5 54 PM	4 27 PM	8 54 AM	4	Interbay	5 53 PM	12 14 PM	9 30 AM
5 59 PM	4 32 PM	8 59 AM	5	Fremont	5 28 PM	12 09 PM	9 25 AM
6 35 PM	5 10 PM	9 36 AM	22	Bothell	4 39 PM	11 32 AM	8 46 AM
6 40 PM	5 15 PM	9 41 AM	23	Woodinville	4 34 PM	11 27 AM	8 41 AM
8 07 PM			56	Snoqualmie			7 10 AM
8 20 PM			59	North Bend			7 00 AM
	5 33 PM	10 00 AM	29	Malibu	4 22 PM	11 12 AM	
	5 57 PM	10 24 AM	38	Snohomish	3 58 PM	10 50 AM	
	6 35 PM	11 35 AM	45	Ar Everett Lv	3 10 PM	9 35 AM	
	6 10 PM	11 36 AM	43	Ar. Machias	3 45 PM	10 36 AM	
	6 20 PM	11 45 AM	46	Hurtford	3 36 PM	10 27 AM	
	6 56 PM	11 22 AM	60	Arlington	3 00 PM	9 55 AM	
	7 07 PM	11 33 AM	63	Bryant	2 50 PM	9 44 AM	
Mixed	7 53 PM	12 22 PM	83	Clear Lake	2 03 PM	8 53 AM	Mixed
Ex. Sun.	8 03 PM	12 33 PM	85	Woolley	1 53 PM	8 43 AM	Ex. Sun.
7 30 AM	8 35 PM	1 05 PM	97	Wickersham	1 23 PM	8 15 AM	5 45 PM
	8 35 PM			Lv Wickersham Ar		8 15 AM	4 40 PM
9 00 AM	9 45 PM			Ar Bellingham Lv		7 10 AM	3 09 PM
10 40 AM				Ar Fairhaven Lv			
		1 41 PM	110	Deming	12 50 PM		
		2 10 PM	125	Ar Sumas Lv	12 15 PM		
		5 35 PM	178	Ar Vancouver Lv	9 05 AM		
				(C. P. R.)			

MONTE CRISTO BRANCH.

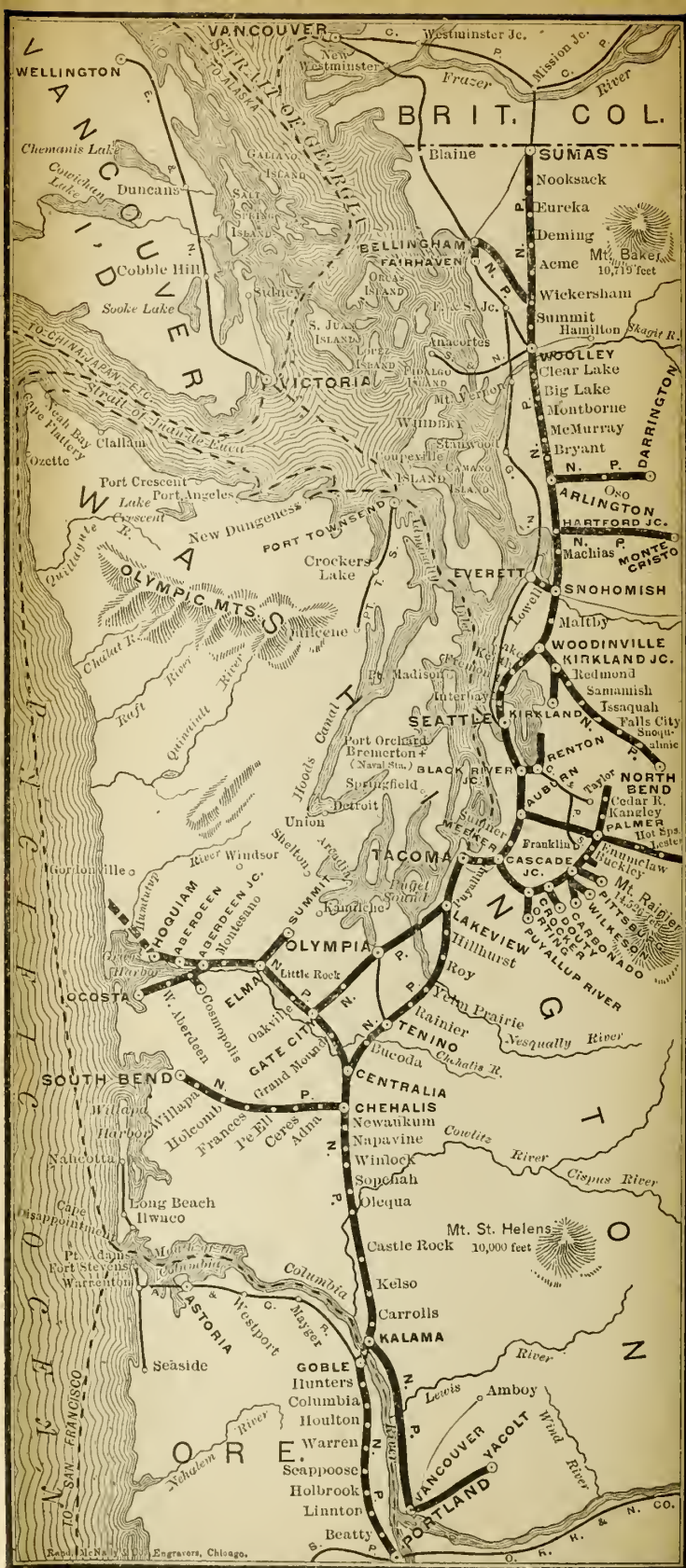
Mo., Wed. and Fri.	Tu., Thn., and Sat.	Mis	STATIONS.	Tu., Thn., and Sat.	Mo., Wed. and Fri.
7 15 AM	7 15 AM		Lv Everett	3 30 PM	4 50 PM
8 20 AM	7 50 AM		Lv Snohomish	3 05 PM	4 10 PM
8 50 AM	8 15 AM		..... Hartford	2 35 PM	3 00 PM
11 40 AM	9 00 AM		..... Robe	1 50 PM	12 40 PM
	11 15 AM	Ar	..... Monte Cristo	12 15 PM	

DARRINGTON BRANCH.

Mixed Mo., Wed., and Fri.	Mls	STATIONS.	Mixed Mo., Wed., and Fri.
7 00 AM	0	Lv. Arlington	Ar 11 50 AM
9 10 AM	28	Ar. Darrington	Lv 9 40 AM

GREAT NORTHERN RAILWAY.

Daily.		Daily.		Mls.	STATIONS.		Daily.	Daily.
5 10 PM	8 10 AM	0	Lv.	Seattle	Ar.	4 45 PM	11 30 AM	
2 30 PM	5 25 AM	33		Everett Junction		3 25 PM	10 10 AM	
9 35 PM	12 25 AM	95		Fairhaven		12 35 PM	7 08 AM	
9 35 PM	12 40 PM	99		Whitcom		12 25 PM	7 00 AM	
	1 35 PM	115		Blaine		1 30 AM		
	3 00 PM	143	Ar.	South Westminister	Lv.	10 20 AM		



See page 8 for meaning of reference marks.



Yellowstone National Park Route



OLYMPIA, MONTESANO, OCOSTA AND SOUTH BEND LINE

Passenger Daily.	Passenger Daily.	Passenger Daily.	Mls.	STATIONS.	Passenger Daily.	Passenger Daily.	Passenger Daily.
* 5 00 PM		10 15 AM	12	Lv. Tacoma Ar	3 20 PM		11 10 AM
5 37 PM		10 12 AM	12	Lv. Murray Ar	3 50 PM		* 10 35 AM
5 55 PM		10 09 AM	12	Lv. Olympia Ar	4 20 PM		9 40 AM
6 15 PM		10 06 AM	12	Ar. Gate Lv	1 10 PM	12 10 PM	9 00 AM
7 15 PM	1 15 PM	12 35 PM	32	Oakville		11 55 AM	8 45 AM
7 25 PM	1 35 PM		57	Elma		11 17 AM	8 13 AM
8 05 PM	2 13 PM		71	Montesano		10 50 AM	7 51 AM
8 25 PM	2 37 PM		89	Aberdeen Junction		10 10 AM	
			92	Aberdeen	10 10 AM	7 15 AM	
8 55 PM	3 15 PM		96	Hagnum	9 50 AM	7 00 AM	
9 05 PM	3 35 PM		96	Cosmopolis Jet Lv			
			92	Cosmopolis		8 55 AM	
4 25 PM			92	South Aberdeen		* 8 42 AM	
* 4 35 PM			95	West Aberdeen		* 8 36 AM	
* 4 42 PM			97	Markham		* 8 10 AM	
* 5 12 PM			105	Ar. Ocosta Lv		8 00 AM	
5 25 PM			108	Centralia			
			49	Lv. Chehalis Ar	11 50 AM		
1 40 PM			53	Dryad	10 53 AM		
2 45 PM			70	Pe Ell	10 35 AM		
3 03 PM			76	Frances	9 50 AM		
3 34 PM			89	Willapa	8 15 AM		
5 10 PM			105	Ar. South Bend Lv	7 45 AM		
5 30 PM			111				

BRANCH LINES FROM TACOMA.

Pass. Ex. Sun.	Daily.	Mls.	STATIONS.	Daily Ex. Sun.
	4 15 PM	0.0	Lv. Tacoma Ar	11 40 AM
	4 53 PM	17.0	Orting	11 00 AM
	5 10 PM	20.7	Crocker	* 10 52 AM
	5 30 PM	25.0	South Prairie	10 45 AM
	5 50 PM	30.0	Buckley	10 25 AM
	6 00 PM		Ar. Kanaskat Lv	9 45 AM
	6 40 PM		Kerston	9 00 AM
10 10 AM	5 20 PM	26.5	Lv. Cascade Jc Lv	10 20 AM
10 15 AM	5 25 PM	28.2	Ar. Burnett Lv	10 15 AM
		30.4	Ar. Pittsburg Lv	
5 50 PM	31.6		Wilkeson	9 55 AM
6 05 PM	34.3		Carbondale	9 40 AM
6 35 PM	41.0		Ar. Fairfax Lv	9 10 AM

PUGET SOUND STEAMSHIP LINES.

*Dly Ex. Sat.	*Mo. W'd and Fri.	*Dly Ex. Sun.	*Dly Ex. Sun.	*Dly Ex. Sun.	*Dly Ex. Sun.	PORTS. (Via Steamer.)	*Dly Ex. Sun.	*Dly Ex. Sat.	*Dly Ex. Sun.	*Dly Ex. Sun.	*Tu and Sat.	*Dly Ex. Sun.
PM	PM	AM	PM	AM	AM	Lv Tacoma Ar	AM	AM	PM	AM	AM	PM
10 00	10 00	8 00	11 59	9 30	8 30	Lv Seattle Ar	3 15	5 00	2 30	1 00	7 30	5 00
		9 30				Port Madison			11 30			
		11 59				Port Gamble			9 00			
		1 00				Port Ludlow			8 00			
		3 00	4 00		11 45	Port Townsend	11 30	10 00	6 00			
		11 30				Port Angeles		5 00				
12 30						Everett						2 15
5 30	*Dly					Anacortes						9 30
6 45	Lv.					Fairhaven						Ar. 8 15
7 00	AM					Whatcom						PM 8 00
1 00			3 00	3 00		Ar. Victoria Lv	* 7 30	11 00				6 30
7 00	8 00					Ar. Vancouver Lv					9 00	1 15

† Vancouver Line. § Canadian Pacific Navigation Co. ▲ Puget Sound Navigation Co. * Pacific Coast Steamship Co. • Steamer Ramona leaves Seattle 10.00 p.m., Monday, Wednesday, and Friday; arrives Vancouver 8.00 a.m., Tuesday, Thursday, and Saturday; leaves Vancouver 9.00 p.m., Tuesday, Thursday, and Saturday; arrives Seattle 7.30 a.m., Monday, Wednesday, and Saturday.
NOTE.—Time of Steamship Lines according to latest information given; not guaranteed.
* NOTE.—Steamer Majestic leaving Victoria Saturday will call at Port Angeles.

PORTLAND AND PUGET SOUND TO SAN FRANCISCO, VIA STEAMER.

The Steamers of the Oregon Railroad & Navigation Company sail between Portland and San Francisco, touching at Astoria. Steamers sail from Portland every five days. Leave Portland about 8.00 p.m., arrive San Francisco morning of the third day thereafter. The Pacific Coast Steamship Company's steamers sail for all ports in California, Washington, British Columbia, Alaska, and Mexico. For Ketchikan, Wrangell, Juneau, Treadwells, Douglas City, Haines, Skagway, Killisnoo, and Sitka, Alaska; steamers leave Seattle and Tacoma every few days. Between Seattle, Tacoma, Victoria, Vancouver, B.C., Port Townsend, Whatcom, Everett, Fairhaven, Anacortes, and San Francisco steamers leave Seattle and Tacoma every fifth day. Between Seattle and Vancouver, B.C., three times each week. Between Seattle, Everett, Anacortes, Fairhaven, and Whatcom, daily. Between San Francisco, Los Angeles, Santa Barbara, San Diego, Santa Cruz, Monterey, San Luis Obispo, San Simeon, Cayucos, Ventura, Hueneke, California, every second day. Between San Francisco and Eureka, California, every third day. Between San Francisco and Ensenada, San Jose del Cabo, Mazatlan, Altata, La Paz, Magdalena Bay, Santa Rosalia, Guaymas, Mexico, on the 7th of each month.
Alaska Excursions, 1904. "The Totem Pole Route." S. S. "Spokane" will leave Seattle and Tacoma, June 7th and 21st, July 5th and 19th, August 2d and 16th.

SHASTA ROUTE.

PORTLAND AND SAN FRANCISCO.

West-bound passengers via the Pacific Division and Tacoma make close connection at Portland (same depot) with the Southern Pacific Co. (Shasta Route) for San Francisco and all points south.

EAST SIDE.

SOUTH — Read Down.			Mls.	STATIONS.	NORTH — Read Up.		
Daily.	Mail.	Mail.			Mail.	Mail.	Daily.
4 00 PM	\$ 8 30 AM	\$ 8 30 PM	0	Lv. Portland Ar	\$ 7 45 AM	\$ 7 00 PM	10 10 AM
4 50 PM	9 22 AM	9 14 PM	15	Oregon City	7 00 AM	6 10 PM	9 22 AM
5 21 PM	10 14 AM	9 57 PM	28	Aurora	6 59 PM	5 39 PM	8 51 AM
5 39 PM	11 02 AM	10 35 PM	53	Woodburn	6 17 AM	5 19 PM	8 34 AM
6 59 PM	12 30 PM	11 35 PM	80	Salem	5 40 AM	4 34 PM	7 54 AM
7 10 PM	1 45 PM		92	Albany	4 47 AM	3 36 PM	7 00 AM
	1 07 PM	12 14 AM	97	Lebanon		† 9 35 AM	
	1 25 PM	12 33 AM	106	Halsey	4 02 AM	2 41 PM	
	2 08 PM	1 16 AM	123	Harrisburg	3 43 AM	2 23 PM	
	4 40 PM	3 46 AM	181	Engene	3 02 AM	1 42 PM	
	5 50 PM	4 55 AM	198	Oakland	12 26 AM	11 15 AM	
	10 43 PM	10 03 AM	297	Roseburg	11 45 AM	10 40 AM	
	11 48 PM	11 20 AM	329	Grant's Pass	6 15 PM	6 25 AM	
	12 55 AM	12 05 PM	341	Medford	4 52 PM	4 19 AM	
		5 10 AM	682	Ar. Ashland Lv	4 25 PM	3 55 AM	
	\$ 7 55 PM	\$ 8 55 AM	772	A. Sacramento L	12 05 AM		
				A. San Francisco L	\$ 8 05 PM	\$ 8 00 AM	

Pullman Buffet Sleepers and Excursion Sleepers run daily between Portland and San Francisco.

WEST SIDE.

SOUTH — Read Down.			Mls.	STATIONS.	NORTH — Read Up.		
Ex. Sun.	Daily.				Daily.	Ex. Sun.	
4 50 PM	7 30 AM	0	Lv. Portland Ar	5 50 PM	8 25 AM		
6 21 PM	9 00 AM	26	Forest Grove	4 12 PM	6 59 AM		
7 21 PM	10 00 AM	56	McMinnville	3 06 PM	5 58 AM		
	11 00 AM	75	Independence	2 05 PM			
8 20 PM	11 45 AM	97	Ar. Corvallis Lv	1 20 PM			
				Ar. Sheridan Lv		5 05 AM	

See page 8 for meaning of reference marks.

ON THE "DULUTH SHORT LINE"

THERE ARE

3 TRAINS DAILY each way between St. Paul and Minneapolis and Duluth and Superior, at (2 ON SUNDAY) MORNING, MIDDAY, and NIGHT. This is the old St. Paul & Duluth R. R., now a part of the N. P. Ry., and its bright particular star is the

"Lake Superior Limited"



Yellowstone National Park Route



EASTERN AND SOUTHERN CONNECTIONS

CONTINUED.

ROCK ISLAND SYSTEM.

Daily.	Daily.	Mls.	STATIONS.	Daily.	Daily.
* 7 00 PM	* 9 10 AM	---	Lv. Minneapolis	Ar	* 4 55 PM
7 35 PM	9 45 AM	---	Lv. St. Paul	Ar	4 20 PM
3 30 AM	6 20 PM	---	Ar. Cedar Rapids	Lv	7 50 AM
6 50 AM	12 25 PM	---	Davenport	---	3 15 AM
7 00 AM	12 35 AM	---	Rock Island	---	3 05 AM
11 47 AM	7 35 AM	---	Joliet	---	11 13 PM
1 15 PM	* 7 25 AM	---	Chicago	---	10 00 PM
7 05 AM	* 10 00 PM	---	Burlington	---	4 20 AM
* 2 10 PM	* 6 59 AM	---	Ar. St. Louis	Lv	* 7 40 PM

* Daily. * Except Monday.

DULUTH, ASHLAND, MILWAUKEE, AND CHICAGO LINE.

Daily.	Daily.	Mls.	Via N.P. & W.C. Rys.	Daily.	Daily.
---	4 00 PM	0	Lv. Duluth	Ar	11 15 AM
---	4 15 PM	9	Superior	---	11 00 AM
---	7 25 PM	71	Ashland	---	7 45 AM
8 40 AM	4 14 AM	249	Neenah	---	11 55 PM
5 10 PM	4 34 AM	262	Oshkosh	---	11 31 PM
5 30 PM	5 10 AM	280	Fond du Lac	Lv	10 55 PM
6 10 PM	7 15 AM	347	Milwaukee	Lv	8 45 PM
8 00 PM	9 40 AM	436	Ar. Chicago	Lv	6 15 PM
10 50 PM	---	---	---	---	2 45 AM

DULUTH, SOUTH SHORE & ATLANTIC RY.

Daily, Ex. Sun.	Daily.	Mls.	STATIONS.	Daily.	Daily, Ex. Sun.
7 45 AM	6 45 PM	0	Lv. Duluth	Ar	8 55 AM
8 00 AM	7 00 PM	---	Lv. Superior	Ar	8 40 AM
7 10 PM	11 10 AM	263	Houghton	---	3 40 PM
7 20 PM	11 20 AM	---	Hancock	---	3 25 PM
8 00 PM	11 55 AM	---	Calmet	---	2 50 PM
8 02 PM	12 25 PM	---	Lake Linden	---	2 40 PM
6 55 PM	4 10 AM	245	Ishpeming	---	11 35 PM
7 15 PM	4 20 AM	248	Negaunee	---	11 25 PM
7 45 PM	4 45 AM	260	Marquette	Lv	10 50 PM
---	10 10 AM	415	Ar. Sault Ste. Marie	Lv	5 30 PM

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RY.

Daily, Ex. Sun.	Daily.	Mls.	STATIONS.	Daily.	Daily, Ex. Sun.
8 00 AM	6 35 PM	---	Lv. Minneapolis	Ar	9 30 AM
9 10 AM	7 20 PM	0	Lv. St. Paul	Ar	9 45 AM
12 28 PM	10 13 PM	96	Cameron	---	5 45 AM
6 45 AM	2 10 AM	217	Rhinelander	---	2 10 AM
4 25 AM	4 54 AM	311	Hermansville	---	10 57 PM
2 30 PM	5 50 AM	343	Gladstone	---	9 50 PM
---	10 30 AM	495	Ar. Sault Ste. Marie	Lv	5 12 PM

DULUTH & IRON RANGE RAILROAD.

Daily, Ex. Sun.	Daily, Ex. Sun.	Mls.	STATIONS.	Daily, Ex. Sun.	Daily, Ex. Sun.
7 30 AM	3 15 PM	0	Lv. Duluth	Ar	12 00 PM
8 38 AM	4 23 PM	27	Ar. Two Harbors	Lv	10 54 AM
10 35 AM	6 20 PM	73	Allen Junction	---	9 04 AM
11 10 AM	6 55 PM	88	Biwabik	---	8 30 AM
11 30 AM	7 15 PM	91	McKinley	---	8 20 AM
11 40 AM	7 25 PM	95	Sparta	---	8 05 AM
11 53 AM	7 35 PM	97	Virginia	---	7 55 AM
11 55 AM	7 40 PM	100	Eveleth	---	7 50 AM
11 30 AM	7 15 PM	98	Tower	---	8 07 AM
12 20 PM	8 10 PM	117	Ar. Ely	Lv	7 15 AM

DULUTH, MISSABE & NORTHERN RAILWAY.

Sunday Only.	Daily, Ex. Sun.	Daily, Ex. Sun.	Mls.	STATIONS.	Daily, Ex. Sun.	Daily, Ex. Sun.	Sunday Only.
7 10 AM	3 50 PM	7 40 AM	0	Lv. Duluth	Ar	3 40 PM	10 30 AM
7 40 AM	4 20 PM	8 15 AM	10	Ar. Proctor	Lv	3 10 PM	10 00 AM
9 56 AM	6 13 PM	10 12 AM	---	Iron Junction	---	1 13 PM	8 01 AM
10 25 AM	6 20 PM	10 20 AM	---	Wolf	---	1 05 PM	7 53 AM
10 13 AM	7 07 PM	10 35 AM	75	Virginia	---	12 50 PM	6 55 AM
9 43 AM	6 33 PM	10 29 AM	71	Eveleth	---	12 37 PM	7 42 AM
---	---	10 56 AM	73	Sparta	---	12 34 PM	---
---	---	11 20 AM	81	Biwabik	---	12 12 PM	---
---	---	10 40 AM	75	Mountain Iron	---	12 20 PM	---
11 00 AM	6 54 PM	11 05 AM	84	Ar. Hibbing	Lv	12 27 PM	7 15 AM

See page 8 for meaning of reference marks.

VALUABLE INFORMATION.

PASSENGERS should always purchase tickets of the Company's Agents, and not from unauthorized parties. We give this caution that the Company may not be censured for enforcing its rules to protect its interests against lost, stolen, fraudulent, expired, or scalped tickets.

NOTICE.—All time cards and rates are subject to change without notice, further than that required by law.

STOP-OVERS, subject to special rules, will be allowed, when desired, on regular first-class thirty-day limited tickets, or round-trip tourist tickets, the contract of which permits stop-overs. (For stop-over apply to conductor.)

TEN-DAY STOP-OVER PRIVILEGES are given at Billings, Mont., and west thereof, excepting at stations Logan to Garrison, both inclusive, upon application to conductor, on second-class tickets to points located on the Northern Pacific Railway west of Trout Creek, Mont., to points on Washington & Columbia River Ry., Puget Sound Navigation Co., Great Northern Ry., north of Seattle, Canadian Pacific Ry., north of Sumas, Astoria & Columbia River Ry., Southern Pacific Lines in Oregon, and points on or reached via the Spokane Falls & Northern Ry. Passengers desiring to avail themselves of this privilege must, however, check their baggage to destination of ticket, as under no circumstances are agents allowed to check baggage short of final destination.

1,000 MILE TICKETS, good on all lines east of Montana, at 2-1/2 cents per mile (also good on Duluth & Iron Range R. R., Duluth, Missabe & Northern Ry., and Minnesota & International Ry.), are on sale at Glendive, Helena, and Butte, also at all principal points on Northern Pacific Ry. east of Montana.

1,000 MILE TICKETS, good on all main and branch lines of the Northern Pacific Railway, at 3 cents per mile, are on sale at all principal stations. These books are also good over all lines on which the 3,000 mile tickets are honored. See below.

3,000 MILE TICKETS, good on all main line and branches of the N. P. Ry. They are also good on the Duluth & Iron Range R. R.; Duluth, Missabe & Northern Ry.; Minnesota & International Ry.; Butte, Anaconda & Pacific Ry.; Washington & Columbia River Ry.; Astoria & Columbia River R. R.; Puget Sound Navigation Co.; Pacific Coast S. S. Co., and Port Townsend Southern R. R. between Olympia and Tenino, at 2-1/2 cents per mile; on sale at all important stations on the Northern Pacific Railway, Puget Sound Navigation Co., and Washington & Columbia River Ry. They are also good on the Spokane Falls & Northern Ry., Nelson & Ft. Shepherd Ry., and Montana R. R., sufficient mileage being pulled to equal the local rate.

LOST TICKETS. The Railway cannot be held responsible for lost tickets; every possible precaution should therefore be taken to prevent their loss. Upon purchasing through tickets passengers should make a memorandum of the destination, by what Railway issued, form number and consecutive number and place and date of sale, also the consecutive numbers of their baggage checks. This will aid in their recovery if lost or stolen.

REDEMPTION OF TICKETS. Tickets which are wholly or partly unused will be redeemed from the original purchaser by this company. Application for unused value of tickets should be made to local ticket agents, general or district passenger agents, or general passenger agent.

CHILDREN 5 years of age and over, and under 12 years, half-fare; under 5 years free, when accompanied by parents or guardians.

CORPSE RATE is always one first-class full fare; the corpse must be properly encoined, placed in the baggage car, and taken only in good condition, death having been caused by no contagious disease, and must be accompanied by some person in charge.

BAGGAGE REGULATIONS.—150 pounds of baggage are carried free on each full ticket, 75 pounds on each half-fare ticket between all points on and via the Northern Pacific Railway and its Western connections. No single piece of baggage weighing over 250 pounds will be checked or placed on baggage cars under any circumstances. The charge for excess baggage from eastern to western terminals is \$5.00 per 100 lbs. So far as accommodations will permit, checked baggage will be forwarded on the same train the passenger takes, but this is not guaranteed. Bicycle, Tricycle, and Baby Carriages are carried in baggage cars, they being checked and charged for on rates made known upon application. Dogs will be carried in our baggage cars, at rates made known upon application.

BAGGAGE can be checked through the States in bond without the necessity of being examined.

EXCESS BAGGAGE MONEY BOOKS are on sale at all principal points on the Northern Pacific Railway; \$30 and \$15 books are sold at 80 per cent of their face value.

PRIVATE CARS. For the transportation of a special or private car with eighteen persons or less, between Nor. Pac. Ry. eastern and western terminals, and between St. Paul or Minneapolis and Superior or Duluth, eighteen full tickets, regular or special rate, will be required; for more than eighteen persons, an additional ticket will be required for each person. Special arrangements must be made in every case for transportation of special or private cars over other portions of the Nor. Pac. Ry.

SLEEPING CAR BERTHS RESERVED. Passengers from the East desiring berths reserved in the Pullman Sleeping Cars on the Northern Pacific, should secure them through Geo. D. ROGERS, City Ticket Agent, corner 5th and Robert Streets, St. Paul, or G. F. McNEILL, City Ticket Agent, Nicollet House Block, Minneapolis, or by applying to the conductor of the train on which they enter St. Paul or Minneapolis. Sleeping car berths which have been reserved by telegram, letter, or otherwise than by purchase of the sleeping car tickets, will be held until within ten minutes of leaving time of train. It will therefore be necessary to procure sleeping car tickets at the ticket office before entering the train.

THE DAY COACHES run on this line are first class, and the finest manner for carrying passengers; each person must be provided with a ticket. The exclusive use of a coach, however, will be given to an organized party holding 30 full tickets of the same form, bought at same time and place.

SECOND-CLASS PASSENGERS who do not desire to use the Pullman tourist sleeper, ride in comfortable coaches.

STANDARD TIME.—All divisions and branches east of Mandan, Dak., "Central," or 9th Meridian time, which is the time adopted at St. Paul and Chicago. Between Mandan and Trout Creek, Mont., "Mountain," or 10th Meridian time, which is one hour earlier than "Central" time. All trains west of Trout Creek are run on "Pacific," or 12th Meridian time, which is one hour earlier than "Mountain" and two hours earlier than "Central" time.



Yellowstone National Park Route



ALASKA EXCURSIONS SEASON OF 1904



Pacific Coast Steamship Company's Steamer "Spokane."

The round-trip rate from St. Paul, Minneapolis, or Duluth to Sitka, including berth and meals north of Tacoma and Seattle on the excursion steamer "Spokane," will be \$190. The Pacific Coast Steamship Company have announced the following sailing dates for the steamer "Spokane" from Tacoma and Seattle: June 7th, June 21st, July 5th, July 19th, August 2d, and August 16th, 1904. Sailing hour from Tacoma 4.00 a. m. Passengers may board the ship the evening previous to sailing date.

The above schedule must be considered as approximate only. The steamer "Spokane" will be run for the excursion travel, and the route will be arranged to give passengers an opportunity of seeing all interesting and accessible glaciers (including Glacier Bay); stops will be made at the most important ports. No local, second-class, or steerage passengers will be carried.

Tickets will be limited to nine months, good going to Tacoma, or Seattle, sixty days, returning within final limit.

Diagrams of Alaska steamers will be found in the hands of general and district passenger agents of the Northern Pacific, who will reserve accommodations for its patrons; or parties may communicate direct with A. M. CLELAND, General Passenger Agent of the Northern Pacific Railway Co. at St. Paul.

A Tour Through the Land of Nightless Days

Along the shores of British Columbia and Southeastern Alaska in a first-class ocean steamer, over the famous White Pass to White Horse by rail, and down the Yukon River in a modern up-to-date steamer to Dawson, the Capital of the Yukon Territory, is a tour that is decidedly out of the ordinary. It is replete with scenery as grand as it is varied, and then, too, there is the novelty of nightless days that makes sight-seeing good every hour out of the twenty-four during June and July and the early part of August.

This trip combines the features of the usual Alaska excursion with a tour into the interior to Dawson and the Klondike added. There is absolutely no trip in the world that combines so many scenic and other interesting features as this one. The comfortable staterooms on the ocean and river steamers and the excellent meals served add greatly to the pleasure of the trip. An interesting and enjoyable side trip is into the beautiful lake country of Atlin in Northern British Columbia.

Connections are made at Seattle with ocean steamers of the Pacific Coast S. S. Co. and the Alaska S. S. Co., and at Vancouver and Victoria with the steamers of the Canadian Pacific Ry. Co. (British Columbia Coast Service), and some of the steamers of the Pacific Coast S. S. Co. Steamers will leave Seattle about every two or three days, and Vancouver and Victoria every three or four days. Tickets are good leaving either of these ocean ports any day between June 10th and August 15th.

THE WHITE PASS & YUKON ROUTE have issued a beautifully illustrated booklet that tells what the tourist desires to know about this trip. A copy of this booklet—A Tour Through the Land of Nightless Days—as well as information as to the cost of the trip, etc., can be had from or by addressing any of the representatives of the passenger department of the Northern Pacific Ry. shown on this folder, or

M. J. B. WHITE, Gen'l Freight and Passenger Agent,
White Pass & Yukon Route,
Mackinnon Building, Vancouver, B. C.

HERMAN WEIG, General Agent,
White Pass & Yukon Route,
1016 Chamber of Commerce Building, Chicago.

S. P. BROWN, General Agent,
White Pass & Yukon Route,
Dexter Horton Building, Seattle, Wash.



Yellowstone National Park Route



HUNTER'S HOT SPRINGS.

In the Foothills of the Crazy Mountains, near Springdale, Mont., on N. P. R., 2,000 gallons of water per minute, at a temperature of from 148° to 168° Fahr., good for rheumatism, neuralgia, lumbago, sciatica, dropsy, dyspepsia, all stomach, liver, and kidney troubles, and are especially noted for the cure of all skin and blood diseases.

A physician and attendants at hand.

The Springs are 1,000 feet above sea-level, and 140 feet above the Yellowstone River, one and a half miles distant. Hotels, cottages, and bath houses have accommodations for 100 guests. A large stone building contains a swimming pool 40 x 60 feet.

Excellent hunting in season and good trout fishing in the Yellowstone River, and neighboring creeks.

Carriages meet all trains at Springdale.

Rates, \$2.50 per day, \$15 per week, \$50 for a period of four weeks, including baths.

Round-trip tickets to Springdale are on sale at all Northern Pacific points.

Communications addressed to A. M. CLELAND, General Passenger Agent, Northern Pacific Ry., St. Paul, Minn., or to J. E. McCormick, Proprietor, Hunter's Hot Springs, Mont., will receive prompt attention.

PRIVATE EXCURSION CAR "MINNEWASKA."

The attention of excursionists, hunting and fishing parties, and all others desiring the use of a private car, is called to the fact that the Nor. Pac. Ry. have the Special Excursion Car "Minnewaska," designed especially for parties of the above nature.

This car is built after the plan of Pullman Sleepers (the interior is finished in ash and walnut), it being equipped with the Miller Platform and Coupler with drop floors and side gates, and Westinghouse Automatic Air Brake. It is heated by a Searle's hot-water heater, and contains drawing-room, berths, saloons (ladies' and gentlemen's), desks, kitchen, and, in fact, all the conveniences of a hotel car.

There are accommodations for fourteen persons exclusive of porters' berths. For the use of this car a charge will be made of \$30.00 per day for ten days or under, and \$25.00 per day for over ten days; this price to include the service of a porter, linen, and such equipment as usually goes with a car of this nature.

If desired, car will be provisioned, and cooks, porters, and waiters furnished at actual cost.

Eighteen full tickets will be required for transportation of special car and party of eighteen persons or less; for more than eighteen persons, one ticket each.

For rates and more detailed information, call on or address

A. M. CLELAND, General Passenger Agent, ST. PAUL, MINN.

THE TRAIL OF LEWIS AND CLARK 1804-1904

is a fresh, new story of the renowned Lewis and Clark exploration, published by G. P. Putnam's Sons, New York. The author, Mr. OLIN D. WHEELER, of the Northern Pacific Wonderland series, writes from the standpoint of one who has traveled thousands of miles over the explorers' route, in many cases with wagons or pack trains. The work is a 2 volume, 8vo. edition, profusely and finely illustrated in color and half-tone, with special maps, and the type is large and distinct.

Partial List of Publications

Supplied by the
Passenger Department, Northern Pacific Railway

The following Pamphlets, Folders, etc., will be sent to any address upon receipt in stamps, silver, money order, or otherwise, of the amounts set opposite them.

WONDERLAND 1904—

An annual publication, beautifully illustrated in color and half-tone. This number treats particularly of the Wild Game in the Northwest and the hunting and fishing to be found there; the Lignite Fuel in North Dakota; Yellowstone Park; irrigation in the Yellowstone and Yakima valleys; and some phases of the great exploration of Lewis and Clark in 1804-6.

Send
Six Cents.

MINIATURE WONDERLAND—

A neat and dainty publication containing a complete history of the Northern Pacific Trademark. The artistic covers of the Wonderland, 1901, are used in miniature.

Send
Four Cents.

YELLOWSTONE PARK FOLDER—

A new and complete folder in book form with maps and illustrations, giving details of the trip through Yellowstone Park, including rates, hotel and transportation facilities, and all important items of information.

Send
Two Cents.

PANORAMIC YELLOWSTONE PARK PICTURE—

The Northern Pacific can now supply a large Panoramic Picture 42 inches long by 38 inches wide, and done in fifteen colors. It shows the topography of the Park, the location of the hotels, geyser basins, canyons, roads, lakes, and all features of the Park. It gives a connected idea of the region and is a valuable picture and map combined. Framed it is ornamental as well as useful. This Panoramic Picture will be ready for distribution in tubes about June 15th.

Send
Thirty-five
Cents.

YELLOWSTONE PARK MAP—

A map in relief of Yellowstone Park. It is on firm paper, suitable for mounting and for use in schools, geological classes, etc. The best map of the Park that is publicly distributed. Mailed in pasteboard tubes.

Send
Ten Cents.

WILD FLOWERS FROM YELLOWSTONE—

A book of pressed wild flowers from Yellowstone Park, showing the flowers in their natural colors. This is a dainty and beautiful souvenir—has eleven specimens of flowers and six full-page illustrations of Park scenery.

Send
Fifty Cents.

CLIMBING MOUNT RAINIER—

An illustrated, pocket-size book, in strong flexible covers, descriptive of an ascent of the highest peak in the United States—outside of Alaska—of a glacial nature.

Send
Twenty-five
Cents.

MAP FOLDER (THIS FOLDER)—

A general folder with map of the NORTHERN PACIFIC RAILWAY, giving much general information, timetables, elevations of towns, etc.

Free.

In sending for these write the address carefully.

A. M. CLELAND,
GENERAL PASSENGER AGENT,
ST. PAUL, MINN.



TO TICKET AGENTS:—The St. Paul & Duluth R. R., "Duluth Short Line," has been purchased by the Northern Pacific Railway. Issue tickets over the Northern Pacific Railway, via "Duluth Short Line" to all St. Paul and Duluth points.



Yellowstone National Park Route



INDEX TO STATIONS.

REFERENCE MARKS TO POPULATION

- o Stations under 500 population. E Stations between 1,000 and 2,500.
n Stations between 500 and 1,000. L Stations between 2,500 and 5,000.
P Stations over 5,000.

L Aberdeen, Wash. 19, 21
Aberdeen June, Wash. 21
Adkins, Wash. 18
o Adrian, No. Dak. 14
o Alsbach, Idaho 14
o Alkin, Minn. 11
P Albany, Ore. 22
o Alder, Mont. 14
o Alnira, Wash. 16
P Anaconda, Mont. 9, 15
E Anacortes, Wash. 19, 21
P Anoka, Minn. 7
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o Avon, Mont. 9

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o Killian Junction, Ore. 18
o Kimberley, Minn. 11
o Kootenai, Idaho 16
o Kootenai, Idaho 9

B Lake Park, Minn. 7
o Lakeview, Wash. 10
Lake Shore, Minn. 12
B La Moure, No. Dak. 11, 14
o Lapwai, Mont. 16
o Laurel, Mont. 8, 14
o Leadboro June, Mont. 15
Lebanon, Wash. 19
B Lebanon, Ore. 22
Lee, Wash. 18
B Leeds, No. Dak. 14
o Lenore, Idaho 18
o Leonard, No. Dak. 11
o Lester, Wash. 10
o Letellier, Man. 13
L Lewiston, Idaho 16, 18
L Lincoln, Minn. 7
o Lind, Wash. 10
Lindstrom, Minn. 12
Linton, No. Dak. 14
E Lisbon, No. Dak. 11
Litchville, No. Dak. 14
P Little Falls, Minn. 7, 11
L Livingston, Mont. 9, 14
o Logan, Mont. 9, 14
o Lombard, Mont. 9, 15
o Lo Lo, Mont. 16
o Luca, No. Dak. 14

o Mabton, Wash. 10
Machias, Wash. 19
Madock, No. Dak. 14
Maltowa, Minn. 12
Maltby, Wash. 19
Mammouth Hot Springs, Wyo. 51
E Mandan, No. Dak. 8
o Manhattan, Mont. 9
o Mapleton, No. Dak. 8
Marens, Wash. 18
o Marin, Minn. 13
o Marlon, No. Dak. 14
o Marshall, Wash. 21
Marshall, Id. Wash. 10, 16
o Marshalland, Ore. 23
o Martinsdale, Mont. 15
E Marysville, Mont. 15
o Mandlow, Mont. 15
o McDonald, Minn. 13
o McHenry, No. Dak. 14
McKenzie, No. Dak. 8, 14
L McMinville, Ore. 22

o Meekinoek, No. Dak. 13
Medford, Ore. 22
n Medical Lake, Wash. 16
o Medina, No. Dak. 8
o Medora, No. Dak. 8
o Melville, No. Dak. 14
o Merritt, Mont. 14
o Miami, Man. 13
o Miles City, Mont. 8
Miller, Minn. 12
P Minnor, No. Dak. 11
Mine Centre. 13
P Minneapolis, Minn. 7, 11, 12, 13
P Minnewaukan, N. D. 14
Mission Creek, Minn. 12
L Missoula, Mont. 9, 16
o Montana Un. Tr. Mont. 14
K Montezuma, Wash. 21
o Montpelier, No. Dak. 11
o Mooreton, No. Dak. 11
P Moorhead, Minn. 7
Moore Lake, Minn. 12
E Morris, Minn. 11
P Morris, Man. 13
B Motley, Minn. 7
B Mullan, Idaho 16
o Murray, Wash. 21

o Nelson, B. C. 18
Newtletton Av., Sup. Wis. 11
o New Chicago, Mont. 15
n New Rockford, N. D. 14
o New Salem, No. Dak. 8
n New York Mills, Minn. 7
o Norris, Mont. 14
o North Bend, Wash. 19
n North Branch, Minn. 12
o North Lapwai, Idaho 16
Northport, Wash. 18
o Northtown June, Minn. 7
L North Yakima, Wash. 10

o Oakes, No. Dak. 11, 14
E Oakesdale, Wash. 16
o Oakes June, No. Dak. 14
o Oakland, Man. 13
o Oakland, Ore. 22
Oakville, Wash. 21
o Oberon, No. Dak. 14
o Oeosta, Wash. 21
P Olympia, Wash. 10, 19, 21
o Oregon City, Ore. 22
Orilla, Wash. 19
o Oriska, No. Dak. 8
o Oro Fino, Idaho 18
o Orting, Wash. 10
o Osborne, Idaho 16

o Palmer, Wash. 10
E Palouse, Wash. 16
o Park City, Mont. 9
o Parkhurst, No. Dak. 14
o Paseo, Wash. 10, 18
B Pe Ell, Wash. 21
E Pembina, No. Dak. 7, 13
L Pendleton, Ore. 18
E Perham, Minn. 7
L Phillipsburg, Mont. 15
P Pine City, Minn. 12
o Pine River, Minn. 12
o Pingree, No. Dak. 14
o Pipestone, Mont. 14
o Pittsburg, Wash. 21
o Plains, Mont. 9
o Pleasant View, Wash. 18
o Pompey, Minn. 10
Pony, Mont. 10
L Portage La Prairie, Man. 13
Port Angeles, Wash. 21
Port Arthur 13
E Port Gamble, Wash. 10
P Portland, Ore. 10, 11, 18, 22
P Port Ludlow, Wash. 21
o Port Madison, Wash. 21
L Port Townsend, Wash. 21
o Post Falls, Idaho 16
o Potlatch, Id., Idaho 16, 18
o Prickly Pear, Id., Mont. 9
o Prosser, Wash. 10
P Pultman, Wash. 16
L Puyallup, Wash. 10, 19

Quincy, Ore. 23
o Race Track, Minn. 15
o Rainier, Wash. 23

B Rathdrum, Idaho 9
Ravensdale, Wash. 10
o Reardan, Wash. 16
L Red Lake Falls, Minn. 13
E Red Lodge, Mont. 14
Rhodes, No. Dak. 14
Rices, Minn. 7
o Richardson, No. Dak. 8
o Richland, Minn. 7
o Rhinid, Mont. 15
o Ritzville, Wash. 10
Riverside, Wash. 18
o Rivnet, Mont. 16
o Rock Creek, Minn. 12
o Roland, Man. 13
n Rosalia, Wash. 16
o Rosebud, Mont. 8
L Roseburg, Ore. 22
L Rosslyn, Wash. 10
Rossland, B. C. 18
n Royaltown, Minn. 7
Rush City, Minn. 12
Rutledge, Minn. 12

P Sacramento, Cal. 22
P St. Cloud, Minn. 7
B St. Jean, Man. 13
o St. Louis, Wis. 11
P St. Paul, Minn. 7, 11, 12, 13
o St. Regis, Mont. 16
P Salem, Ore. 22
o Saltese, Mont. 16
o Sanborn, No. Dak. 8, 14
Sandon, B. C. 18
o Sand Point, Idaho 9
P San Francisco, Cal. 22
o Sappington, Mont. 14
L Sauk Centre, Minn. 11
E Sauk Rapids, Minn. 7
o Sawyer, Minn. 11
o Scappoose, Ore. 10
P Seattle, Wash. 10, 11, 19, 21
o Selish, Mont. 9
n Sheldon, No. Dak. 11
o Sheyenne, No. Dak. 14
Short Line Park, Minn. 12
o Silesia, Mont. 14
o Silver Bow, Mont. 15
L Smithville, Wash. 19
L Snohomish, Wash. 19
Snoqualmie, Wash. 19
South Aberdeen, Wash. 21
E South Bend, Wash. 21
South Westminster, B. C. 19
n Spangle, Wash. 16
o Spiritwood, No. Dak. 8
P Spokane, Wash. 10, 16, 18
E Sprague, Wash. 10
o Springdale, Mont. 9
o Spring Guleh, Mont. 16
Stacy, Minn. 12
o Staley, Wash. 16
o Stamped, Wash. 10
o Stanton, Ore. 18
E Staples, Minn. 7, 11
B Starbuck, Minn. 11
o Steele, No. Dak. 8
o Sterling, No. Dak. 8
B Stevensville, Mont. 16
Stillwater, Minn. 12
Stites, Idaho 18
Sturgeon Lake, Minn. 12
o Sumas, Wash. 19
B Sunnyside, Wash. 19
P Superior, Wis. 11, 12
Swan River 13
o Swanville, Minn. 11
o Sweetwater, Idaho 16
o Sykeston, No. Dak. 14

P Tacoma, Wash. 10, 11, 19, 21
o Taylor, No. Dak. 8
Taylors Falls, Minn. 12
o Tehino, Wash. 10
o Terry, Mont. 8
o Thermal Springs, Mont. 15
o Thompson Falls, Mont. 9
Thomson, Minn. 12
o Three Forks, Mont. 14
o Toppenshi, Wash. 10
o Toston, Mont. 9
o Tower City, No. Dak. 8
n Townsend, Mont. 9
Trail, B. C. 18
P Troy, Idaho 16
Turtle, Minn. 12
Twentieth Ave., Minn. 8
n Twin Bridges, Mont. 14
B Twin Valley, Minn. 13
o Twodot 15



Yellowstone National Park Route



o Ulen, Minn.	13	E Waitsburg, Wash.	18	o White Sulphur Springs, Mont.	15
o Underwood, Minn.	11	o Walker, Minn.	12	o Wibaux, Mont.	8
B Urontown, Wash.	16	L Wallace, Idaho	16	Wickersham, Wash.	19
		P Walla Walla, Wash.	18	Wibur, Wash.	16
		P Wallula Junction, Wash.	10	B Wilkeson, Wash.	21
E Valley City, No. Dak.	8	E Wardner, Idaho	16	o Willapa, Wash.	21
P Vancouver, B. C.	19, 21	o Warm Springs, Mont.	15	Willow River, Minn.	12
P Vancouver, Wash.	19	o Warren, Ore.	13	o Wilsey, Mont.	14
o Vansycle, Ore.	18	o Washburn, No. Dak.	15	o Windsor, No. Dak.	8
B Vernalde, Minn.	7	o Waterloo, Wis.	11	E Winlock, Wash.	10, 19
o Verona, No. Dak.	11	o Waterloo, Wash.	18	P Winnipeg, Man.	7, 13
o Victor, Mont.	16	o Wawanesa, Man.	13	o Winnipeg June, Minn.	7, 13
o Victoria, B. C.	21	o West Aberdeen, Wash.	21	Winnipegosis	13
o Villard, Minn.	11	West Duluth, Minn.	12	o Winston, Mont.	9
o Vining, Minn.	11	o Westport, Minn.	11	B Woodburn, Ore.	22
o Vollmer, Idaho	16	P Wheaton, Wash.	19, 21	Woodville, Wash.	19
		o Wheatland, No. Dak.	8	o Woolley, Wash.	19
E Wadena, Minn.	7, 11	White Bear, Minn.	12	o Wyndmere, No. Dak.	11
E Wahpeton, No. Dak.	11	B Whitehall, Mont.	14	Wyoming, Minn.	12



Green River Hot Springs Hotel and Sanitarium of Washington.

These Springs are beautifully situated in the picturesque valley of the Green River, on the western slope of the Cascade Mountains, 1,531 feet above the level of the sea, on the main line of the Northern Pacific Railway, sixty-three miles from the cities, of Seattle and Tacoma.

The Hotel, "The Kloeber," was built in 1900, and is a thoroughly modern structure, steam-heated and lighted by electricity throughout, arranged for the perfect accommodation of invalids and those requiring rest, diversion, and pleasure.

The baths are commodious and equipped with hot rooms, steam rooms, etc., and with competent attendants.

The Sanitarium, a special feature, is equipped with all the appliances of a modern sanitarium.

These Springs enjoy an enviable reputation for the relief of rheumatism, gout, neuralgia, sciatica, and disorders of the heart, kidneys, digestion, and nervous system.

The natural temperature of the water is 132 degrees Fahr., coming from twenty-seven different springs. The water is of the white sulphur character, containing tonic alkali in high proportions.

The altitude of the Springs, together with the even temperature maintained throughout the building by steam radiation, makes this an especially desirable winter resort.

Fishing in the Green River and its tributaries is excellent, while the shooting on the mountains is fair.

A Postoffice, Telegraph, and Long Distance Telephone stations are maintained in connection with the hotel. For further particulars, terms, etc., address

DR. J. S. KLOEBER,

Green River Hot Springs, Washington.

At Garrison the Noble Red Man

will be found with polished horns for sale. From this side of ARLEE to beyond

Jocko, the road traverses the Flathead Indian Reservation, and the Indian Agency and the Indians and their tepees can be seen scattered along the valley. The Flatheads never killed a white man.

OPENINGS FOR

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General Emigration Agent
Northern Pacific Railway

ST. PAUL, MINN.

ALTITUDE OF PROMINENT LOCAL POINTS ON N. P. RY.

St. Paul Minn. 710	Mission River, Low Water No. Dak. 1,616	Missoula Mont. 3,195
*Minneapolis " 842	Mandan " 1,643	Coriarian Defile Pass " 3,946
*Sank Centre " 1,232	Gladstone " 2,346	Heron " 2,261
*Glenwood " 1,402	Dickinson " 2,403	Clark's Fork Idaho 2,086
*Lake Minnewaska " 1,135	Medora " 2,255	Hope " 2,168
*Morris " 1,033	Summit of Bad Lands " 2,784	Lake Pend d'Oreille " 2,062
Duluth " 608	Glendive Mont. 2,067	*Wallace " 2,684
Superior Wis. 608	Miles City " 2,353	*Burke " 3,724
Ashland " 672	Ft. Keogh " 2,365	*Lookout " 4,680
Braintree Minn. 1,208	Horn Tunnel " 2,735	*Spokane Wash. 1,916
*Clitheral " 1,344	Custer " 2,725	*Pullman " 2,300
*Battle Lake " 1,354	Pompey's Pillar " 2,869	Sprague " 1,908
*Fergus Falls " 1,183	Billings " 3,115	Ritzville " 1,825
*Wahpeton, No. Dak. 963	Springdale " 4,188	North Yakima " 990
*Milnor " 1,095	Livingston " 4,488	Ellensburg " 1,510
Detroit Minn. 1,362	*Sphinx " 5,065	Easton " 2,180
Moorhead " 963	*Cinnabar " 5,179	Big Canon (Lower End) " 1,210
Fargo No. Dak. 963	Bozeman Tunnel " 4,752	Big Canon (Upper End) " 1,418
*La Moure " 1,335	Townsend " 3,809	Stampede Pass, St of C. R'ge " 3,980
Casselton " 930	*Wiekies " 5,150	Stampede Tunnel, Summit " 2,885
Valley City " 1,218	*Elkhorn " 6,700	Weston " 1,840
Sauborn " 1,460	Helena " 4,250	Tacoma " 31
*Cooperstown " 1,426	Millan Tunnel " 5,548	Wallula Junction " 326
*Jamestown " 1,395	Rocky Mount's, St of M. P's " 5,873	*Walla Walla " 925
*Carrington " 1,582	Homestake Pass " 6,328	*The Dalles Ore. 106
*Syceton " 1,626	Garrison " 4,315	*Hood River " 80
*New Rockford " 1,529	Battle " 5,701	*Bridal Veil " 46
*Minnewaukan " 1,457	Drummond " 3,943	Portland " 30
*Devil's Lake " 1,430	Hell Gate River " 3,682	
Steele " 1,857		
Bismarck " 1,668		
*Branch Line Points.		



Yellowstone National Park Route



Short and Direct Routes

TO

St. Louis

IN CONNECTION WITH THE

LOUISIANA PURCHASE EXPOSITION TO BE HELD AT ST. LOUIS

Commencing with May, 1904

Our patrons should bear in mind that this Company offers a choice of routes from points west of BILLINGS, from which section solid trains are run through to ST. PAUL and MINNEAPOLIS, connecting there with direct ST. LOUIS Lines; also via the "Burlington" through LINCOLN to KANSAS CITY via the popular "Billings Route."

OBSERVATION CAR CHARGES.

No charge will be made for seats in Observation Car on "North Coast Limited" trains for passengers purchasing first-class sleeping car tickets. For passengers holding first-class passage tickets on these trains (but not having regular first-class sleeping car tickets) charge in observation car will be the same as seat fares in Pullman sleeping cars.

The charge for children will be the same as for adults.

Car open for visitors from 6.30 o'clock a. m. to 12.00 o'clock midnight.

Barber shop charges will be as follows: Shave, 25 cents; Hair Cut or Shampoo, 50 cents; Bath—hot or cold—75 cents.

Charges for pressing clothes: Suit, \$2.00; Coat, 75 cents; Trousers, 75 cents; Vest, 50 cents.



WASHINGTON BUILDING

The State of Washington has projected for the World's Fair a building which will show its lumber resources, and at the same time supply to its visitors a view of the main picture of the Exposition from the observation tower, 100 feet in the air, overtopping trees and adjacent buildings.

The building is to be built entirely of wood, the outside of yellow pine, and the inside finished with the finer grained woods produced by the State. The building is to be five stories high, towering 114 feet to the base of the flag-staff, which will rise 50 feet higher.

The building is to be octagonal in plan, eight gigantic diagonal timbers rising from the ground, and meeting in an apex at the observatory line. It will be a skeleton pyramid of eight faces. All the floors will be supported on these great diagonal timbers, which are to be shipped from Washington. Each timber is to be in one piece over 90 feet long, 24 inches wide, and 28 inches thick. Each story of the building is to have but one compartment. Through the center of the building an elevator will be operated to carry visitors comfortably to the observatory.



Yellowstone National Park Route



EXCURSION RATES

To Montana and Eastern Washington Points and Eastern British Columbia.

In Effect from St. Paul, Minneapolis, and Duluth:

To Billings, Mont., going via N. P. Ry., returning same route or via B. & M. R. direct to the Missouri River.....	\$45.00
To Springdale Mont., going via N. P. Ry., returning same route or via Billings direct to the Missouri River.....	50 80
To Livingston, Mont., going via N. P. Ry., returning same route or via Billings direct to the Missouri River.....	51.90
To Bozeman, Mont. (Ferris Hot Springs), going via N. P. Ry., returning same route or via Billings direct to the Missouri River.....	53.40
To Helena, Mont., going via N. P. Ry., returning same route or via Great Northern Ry., or via Billings (either direct or via Denver) to the Missouri River.....	60 00
To Butte or Anaconda, Mont., going via N. P. Ry., returning same route or via Great Northern Ry., or via Billings (either direct or via Denver) to the Missouri River.....	60.00
To Butte, Mont., going via N. P. Ry., returning via O. S. L. and U. P. Ry. to the Missouri River, or direct via Sioux City to St. Paul, or via O. S. L., Ogden and Denver to Missouri River.....	70.00
To Missoula, Mont., going via N. P. Ry., returning same route or via Billings (either direct or via Denver) to the Missouri River.....	62.50
To Spokane, Wash., going via N. P. Ry., returning same route or via Great Northern Ry., or via Huntington, Norfolk, and Sioux City to St. Paul, or via Huntington or Billings (either direct or via Denver) to the Missouri River.....	70 00
To Medical Lake, Wash., going via N. P. Ry., returning same route or via Billings (either direct or via Denver) to the Missouri River.....	70.00
To Coulee City, Wash., going via N. P. Ry., returning same route or via Billings (either direct or via Denver) to the Missouri River.....	75.00
To Pasco, Wash., going via N. P. Ry., returning same route or via Billings (either direct or via Denver) to the Missouri River.....	72.50
To Kennewick, Wash., going via N. P. Ry., returning same route or via Billings (either direct or via Denver) to the Missouri River.....	72.50
To Tappanish, Wash., going via N. P. Ry., returning same route or via Billings (either direct or via Denver) to the Missouri River.....	75.00
To North Yakima, Wash., going via N. P. Ry., returning same route or via Billings (either direct or via Denver) to the Missouri River.....	75.00
To Ellensburg, Wash., going via N. P. Ry., returning same route or via Billings (either direct or via Denver) to the Missouri River.....	77.50
To Walla Walla, Wash., and return, going N. P. Ry. and W. & C. R. Ry., returning same route or O. R. & N. R. Ry. to St. Paul, or via Billings (either direct or via Denver) or via Huntington to Missouri River.....	72.50
To Nelson or Trail, B. C., going via N. P. Ry., returning same route; or via Great Northern; or via Huntington, Norfolk, and Sioux City to St. Paul; or via Billings (either direct or via Denver) or Huntington to the Missouri River.....	70 00
To Rossland, B. C., and return, same routes as to Trail and return.....	70.00
To Kaslo or Ainsworth, B. C., going via N. P. Ry., returning same route; or via Great Northern; or via Huntington, Norfolk, and Sioux City to St. Paul; or via Billings (either direct or via Denver) or Huntington to the Missouri River.....	70.00
To Sandon, B. C., and return. Side trip from Kaslo to Sandon and return.....	4 10

Tickets are of iron-clad signature form and require identification of purchaser at return starting point. Limits on Billings and Springdale tickets going 30 days, returning 30 days, final limit 40 days; on tickets to other points, going 40 days, returning 40 days, final limit 90 days.

Stop-overs granted (upon application to conductor) at any point within limit of tickets which permit of stop-over, except that no stop-over will be allowed on the E. & M. R. R. R. on tickets to destinations in Montana.

Above rates subject to change without notice other than that required by law.

EAST-BOUND EXCURSION RATES

From Portland, Tacoma, Seattle, Victoria, and all North Pacific Coast Points.

Round-Trip Excursion Tickets good one month, limited to sixty days going, passage good to return at any time within the final limit, are on sale between above points at the rates and via the routes named below. No extension of time or exchange of ticket will be made at Eastern terminals.

To St. Paul, returning via Northern Pacific, Soo-Pacific, or Great Northern Lines, or via Sioux City and Huntington direct.....	\$ 90.00
To St. Paul, returning via Council Bluffs and Huntington, or returning via Council Bluffs and Billings (direct or via Denver).....	90 00
To St. Paul, returning via Kansas City and Huntington, or via Kansas City and Billings (direct or via Denver).....	97.90
To St. Paul, returning via Council Bluffs and Ogden, San Francisco, and either Shasta Route or Steamer.....	112.90
To St. Paul, returning via Council Bluffs, Denver, Albuquerque, Mojave, and San Francisco, and thence Shasta Route or Steamer.....	112 90
To St. Paul, returning via Kansas City, Denver, Albuquerque, Mojave, and San Francisco, and thence Steamer.....	112 90
To St. Paul, returning via Kansas City and Deming (not via Denver), Los Angeles, San Francisco, and Shasta Route.....	112 90
To St. Paul and St. Louis, returning via either the Northern Pacific, Soo-Pacific, or Great Northern Lines, or via the Missouri River and Huntington, or via Missouri River and Billings (direct or via Denver).....	102.00
To St. Paul and St. Louis, returning via Ogden and San Francisco, or via Denver, Albuquerque, Mojave, and San Francisco, and either Rail or Steamer.....	117 00
To St. Paul and St. Louis, returning via El Paso or Deming (not via Denver) and Los Angeles, San Francisco, and either Shasta Route or Steamer.....	117.00
To St. Paul and Chicago, returning via Northern Pacific, Soo-Pacific, or Great Northern Lines, or via Council Bluffs or Kansas City and Huntington, or via Missouri River and Billings (direct or via Denver).....	110.00
To St. Paul and Chicago, returning via Missouri River, Ogden, San Francisco, and either Shasta Route or Steamer.....	125.00
To St. Paul and Chicago, returning via Missouri River, Denver, Albuquerque, Mojave, San Francisco, and either Shasta Route or Steamer.....	125.00
To St. Paul and Chicago, returning via Kansas City and Deming (not via Denver), Los Angeles, San Francisco, and Shasta Route or Steamer.....	125.00
To St. Paul and Chicago, returning via New Orleans, El Paso, San Francisco, and either Shasta Route or Steamer.....	125.00

Above rates subject to change without notice other than that required by law.

WEST-BOUND NORTH PACIFIC COAST EXCURSION RATES.

In Effect from St. Paul, Minneapolis, and Duluth:

To Tacoma or Seattle, going via N. P. Ry., returning same route, or via Billings (either direct or via Denver) to the Missouri River, or via Great Northern or Soo-Pacific to St. Paul, Minneapolis, or Duluth, or via Canadian Pacific to Winnipeg or Port Arthur.....	\$ 90.00
To Portland, going via N. P. Ry., returning same route, or via Great Northern or Soo-Pacific lines to St. Paul or Minneapolis, or via Canadian Pacific to Winnipeg or Port Arthur, or via Billings (either direct or via Denver) to the Missouri River, or via O. R. & N. and Huntington to the Missouri River, or through Sioux City direct to St. Paul.....	90.00
To Victoria, going via N. P. Ry., Tacoma, Seattle, and steamer, returning same route, or via Great Northern Ry. or Soo-Pacific line to St. Paul or Minneapolis, or via Canadian Pacific to Winnipeg or Port Arthur, or via Billings (either direct or via Denver) to the Missouri River.....	90.00
To Vancouver, going via N. P. Ry. and Victoria, or via Seattle and rail, returning either routes to St. Paul, Minneapolis, or Duluth, or via Billings (either direct or via Denver) to the Missouri River, or returning all rail via Great Northern to St. Paul, Minneapolis, and Duluth; or going via Seattle and rail and returning via Soo-Pacific to St. Paul or Minneapolis, or via Canadian Pacific to Winnipeg or Port Arthur.....	90.00

Above rates subject to change without notice other than that required by law.

WEST-BOUND CALIFORNIA EXCURSION RATES.

In Effect from St. Paul, Minneapolis, and Duluth:

To San Francisco, going via Portland and Shasta Route or steamer, or via Tacoma and steamer, returning via any authorized direct route to Missouri River, Mincola, or Houston.....	\$105 00
To San Francisco, going via Portland and Shasta Route or steamer, or via Seattle and steamer returning via any authorized direct route to Missouri River, thence to St. Paul.....	112.50
To San Francisco, going via Portland and Shasta Route or steamer, or via Seattle and steamer, returning via either rail or steamer to Portland, or via steamer to Seattle, thence via the Northern Pacific Railway to St. Paul, Minneapolis, or Duluth, or via Billings (either direct or via Denver) to the Missouri River.....	105.00
To San Francisco, going via Portland and Shasta Route or steamer, or via Seattle and steamer, returning via rail or steamer to Portland, thence via Huntington to Missouri River, or via Great Northern or Soo-Pacific to St. Paul, Minneapolis, or Duluth, or returning via steamer to Seattle, and the Great Northern or Soo-Pacific line to St. Paul, Minneapolis, or Duluth.....	105 00
To San Francisco, going via Portland and Shasta Route or steamer, or via Seattle and steamer, returning via authorized direct routes to St. Louis, Cairo, Memphis, or New Orleans.....	111 00
To Los Angeles, going via Portland and Shasta Route, returning via Ogden to Missouri River.....	114.50
To Los Angeles, going via Portland and Shasta Route, returning via Ogden to Missouri River, thence to St. Paul.....	122.00
To Los Angeles, going via Portland and Shasta Route, returning same route to Portland, thence via the Northern Pacific Railway to St. Paul, Minneapolis, or Duluth, or via Billings (either direct or via Denver) to the Missouri River.....	124.00
To Los Angeles, going via Portland and Shasta Route, returning same route to Portland, thence via Huntington to Missouri River, or via Great Northern or Soo-Pacific to St. Paul, Minneapolis, or Duluth.....	124.00
To San Diego, going via Portland and rail, returning via San Francisco and Ogden to the Missouri River.....	121.00
To San Diego, going via Portland and Shasta Route, returning via Ogden and San Francisco to Missouri River, thence to St. Paul.....	128.50
To San Diego, going via Portland and Shasta Route, returning same route to Portland, thence via the Northern Pacific Railway, Soo-Pacific, or Great Northern Line to St. Paul, Minneapolis, or Duluth, or via Huntington to the Missouri River, or via Billings (either direct or via Denver) to the Missouri River.....	130.50

Above rates subject to change without notice other than that required by law.

LIMITS.

All above excursion tickets will bear final limit of nine months from date of sale; good going passage, ninety (90) days to first Washington point en route, thence good to return any time within final limit. Stop-overs allowed in both directions (upon application to conductor).



Yellowstone National Park Route



IMPORTANT GEOGRAPHICAL AND HISTORICAL DATA, MAIN LINE POINTS.

Northern Pacific Railway.

ST. PAUL DIVISION.

CENTRAL TIME.

St. Paul, Minn.—Pop., 163,065; miles from Portland, 2,056; elev., 710; head of navigation, on eastern bank of Mississippi River; State capital.

Minneapolis—Pop., 202,718; miles from St. Paul, 11; elev., 812; miles from Portland, 2,045. At St. Anthony Falls, on west bank of Mississippi River. Large flouring mills. First and second crossings, Mississippi River.

St. Cloud—Pop., 8,663; miles from St. Paul, 76; elev., 1,037; miles from Portland, 1,980. State Reformatory, fine granite quarries.

Little Falls—Pop., 5,774; miles from St. Paul, 108; elev., 1,117; miles from Portland, 1,948. Junction, Brainerd and Staples loop, Little Falls and Dakota branch. Third crossing Mississippi River.

Staples—Pop., 1,504; miles from St. Paul, 142; elev., 1,274; miles from Portland, 1,914; junction, main line from Twin Cities and Ashland-Duluth line.

LAKE SUPERIOR DIVISION.

CENTRAL TIME.

Ashland and Washburn, Wis.—Pop., Ashland 13,074, Washburn 6,814; elev., Ashland, 672; miles from Ashland to Portland 2,138. Good harbors on Lake Superior. Large ore docks.

West Superior—Pop., 26,176; miles from St. Paul, 150; elev., 608; miles from Portland, 2,067. At head Lake Superior. Very large coal docks.

Duluth, Minn.—Pop., 52,969; miles from St. Paul, 152; elev., 608; miles from Portland, 2,062. Head of Lake Superior. Gateway to iron region northward. Magnificent high-school building.

Brainerd—Pop., 7,524; miles from St. Paul, 138; elev., 1,208; miles from Portland, 1,943. Fourth crossing of Mississippi River. N. P. R. Sanatorium located here, also N. P. R. principal shops. Leech Lake country to north on Minnesota & International Ry.

ST. PAUL DIVISION—CONTINUED.

CENTRAL TIME.

Wadena, Minn.—Pop., 1,520; miles from St. Paul, 160; elev., 1,350; miles from Portland, 1,896. Junction, main line and Fergus Falls branch.

Detroit—Pop., 2,060; miles from St. Paul, 204; elev., 1,362; miles from Portland, 1,852. Heart of Lake Park region. Summer resort.

Winnipeg Junction—Elev., 1,181. Junction, main line with Manitoba branch for Crookston, Grand Forks, Grafton, Pembina, and Winnipeg.

Moorhead, Minn., and Fargo, N. D.—Pop., 3,730 and 9,589; miles from St. Paul, 250 and 251; elev., 903; miles from Portland, 1,806 and 1,805. Crossing of Red River of the North, and from Minnesota into North Dakota. Junction, Fargo and Southwestern Branch.

DAKOTA DIVISION.

CENTRAL TIME.

Casselton—Pop., 1,207; miles from St. Paul, 271; elev., 930; miles from Portland, 1,785. In heart of Red River Valley. About three miles east is Dalrymple Station where train passes through the great Dalrymple wheat farm. Junction, Casselton branch.

Jamestown—Pop., 2,853; miles from St. Paul, 343; elev., 1,395; miles from Portland, 1,713. Division headquarters. North Dakota Insane Hospital to south. Wheat country. Crossing of James River. Junction, James River and Devil's Lake branches.

Bismarck and Mandan—Pop., 3,319 and 1,800; miles from St. Paul, 444 and 450; elev., 1,668 and 1,643; miles from Portland, 1,612 and 1,606. Bismarck, capital of North Dakota and site of new Fort Lincoln. Lewis and Clark's winter camp 1804-5 was 50 miles north at Fort Mandan. First N. P. R. crossing of Missouri River on steel bridge, costing \$1,000,000. Old Fort Abraham Lincoln, Custer's old home, five miles south of Mandan.

YELLOWSTONE DIVISION.

MOUNTAIN TIME (one hour slower than Central time).

Dickinson—Pop., 2,076; miles from St. Paul, 560; elev., 2,403; miles from Portland, 1,496. Division headquarters. Grazing country—cattle and sheep.

Medora—Pop., 38; miles from St. Paul, 599; elev., 2,255; miles from Portland, 1,457. Heart of Pyramid Park or "Bad Lands" country. Scenes of Marquis de Mores former activities.

Glendive, Mont.—Pop., 1,084; miles from St. Paul, 666; elev., 2,067; miles from Portland, 1,390. On south bank of Yellowstone River, now followed to Livingston, 341 miles. Division headquarters. Stock country.

Miles City and Fort Keogh—Pop., 2,000; miles from St. Paul, 745; elev., 2,353; miles from Portland, 1,311. On Yellowstone River, south bank, at mouth of Tongue River. Stock country. Keogh is a nine-company post, two miles west of Miles City, across Tongue River.

Custer—Just east of Custer, Big Horn River and tunnel are passed.

Pompey's Pillar—Miles from St. Paul, 863; miles from Portland, 1,193. Passing track. One mile to north in plain view is Pompey's Pillar, climbed and named by Captain Clark, of Lewis and Clark, in 1806.

Billings—Pop., 3,221; miles from St. Paul, 892; elev., 3,115; miles from Portland, 1,164. Junction, "Burlington" system with N. P. R. First N. P. R. crossing of Yellowstone River, just east of Billings. Greatest inland wool depot in the country. Custer's last battlefield fifty miles south on Little Big Horn River.

MONTANA DIVISION.

MOUNTAIN TIME (one hour slower than Central time).

Laurel—Junction, Rocky Fork branch line to Red Lodge. An important coal mining town.

Merrill—N. P. R. second crossing of Yellowstone River, just west of station.

Big Timber—Pop., 438; miles from St. Paul, 973; elev., 4,072; miles from Portland, 1,083. Mountains seen to north along here are Crazy Mountains.

Springdale—Station for Hunter's Hot Springs, two miles distant.



Yellowstone National Park Route



Livingston—Pop. 2,778; miles from St. Paul, 1,007; elev., 4,488; miles from Portland, 1,049. Division headquarters; junction, Park branch for Yellowstone Park. Snowy mountains and Baldy Peak seen to south; also Gate of the Mountains. Third crossing Yellowstone River.

Bozeman Tunnel—Elev., 5,565; length, 3,652 feet; first N. P. R. crossing of Rockies; Gallatin range. Capt. Clark—Lewis and Clark—used this pass in 1806.

Bozeman—Pop., 3,419; miles from St. Paul, 1,032; elev., 4,752; miles from Portland, 1,024. Head of Gallatin valley. State agricultural college and U. S. fish hatchery located here. Bridger Range, north; Gallatin Range, south. Train follows West Gallatin River to junction with Missouri.

Logan—Pop., 43; miles from St. Paul, 1,056; elev., 4,088; miles from Portland, 1,000. Junction, Butte and Helena lines. A few miles west of Logan, on the Helena line, is the junction of Gallatin, Madison, and Jefferson rivers—the Three Forks of Lewis and Clark—the head of the Missouri.

Helena—Pop., 10,770; miles from St. Paul, 1,130; elev., 4,250; miles from Portland, 926. State capital. Fort Harrison just west of city—and Broadwater Natatorium here. Trains for Boulder, Elkhorn, and Wickes; Red Mountain, and Marysville branch line points, arrive and depart from Helena. Last Chance gulch, the site of Helena, has produced \$40,000,000 in placer gold.

Mullan Tunnel—Elev., 5,548; length, 3,875 feet. Main divide of Rockies.

Sappington—Junction, Pony and Norris branches.

Whitehall—Pop., 472. Junction, branch to Twin Bridges, Alder, and Virginia City. Pipestone Springs near-by.

Butte—Pop., 30,470; miles from St. Paul, 1,127; elev., 5,701; miles from Portland, 1,071. Railway crosses mountains from Whitehall via Pipestone Pass at elevation of about 6,400 feet. Butte is location of State School of Mines, and is greatest mining town in the world.

Anaconda—Pop., 9,453. Is 26 miles west from Butte and is the site of Amalgamated Co.'s enormous smelters, the Washoe plant alone costing \$5,500,000.

Deer Lodge—Pop., 1,324. Site of Montana State penitentiary.

Garrison—Pop., 380; miles from St. Paul, 1,181; elev., 4,315; miles from Portland, 875. Junction, Helena and Butte lines.

Gold Creek—Last spike of N. P. R. driven here, Sept. 8, 1883. First discovery of gold in Montana made here, 1852.

Drummond—Pop., 295. Junction, Phillipsburg branch.

Missoula—Pop., 4,366; miles from St. Paul, 1,255; elev., 3,195; miles from Portland, 801. Montana State University here. Division headquarters and N. P. R. Sanatorium. Junction, Bitter Root branch. Lolo Peak seen to south. Fort Missoula, 4 miles south.

ROCKY MOUNTAIN DIVISION.

MOUNTAIN TIME (one hour slower than Central time).

De Smet—Junction, Cœur d'Alene branch for Wallace, Burke, Gem, Wardner. Heart of Cœur d'Alene mining country.

Evano—Elev., 3,946; third crossing of Rockies; Mission Range; Coriacaan Defile.

Arlee—Flathead Reservation; agency buildings seen east of station at base of mountains.

Selish—St. Ignatius Mission, a noted Flathead Indian school and mission, five miles north.

Joeko—Mission Range seen to the north.

Hope, Idaho—Pop., 316; miles from St. Paul, 1,428; elev., 2,108; miles from Portland, 628. On north shore of Lake Pend d'Oreille, a large lake and more beautiful than Lake George.

Spokane, Wash.—Pop., 36,848; miles from St. Paul, 1,513; elev., 1,910; miles from Portland, 543. Division headquarters; junction, Fort Sherman branch for Lake Cœur d'Alene; Palouse and Lewiston; Clearwater Short Line and Washington Central branches, and with Spokane Falls & Northern Ry. Center of fine agricultural region and mining section.

IDAHO DIVISION.

PACIFIC TIME (one hour slower than Mountain time).

Pasco and Kennewick—Pop., 247 and 150; miles from St. Paul, 1,658 and 1,661; elev., 386 and 350; miles from Portland, 398 and 375. First N. P. R. crossing Columbia River; river flowing south. Now entering a region being transformed by irrigation.

North Yakima—Pop., 3,154; miles from St. Paul, 1,748; elev., 990; miles from Portland, 308. Heart of Yakima valley—a lesson in irrigation.

Ellensburg—Pop., 1,737; miles from St. Paul, 1,785; elev., 1,510; miles from Portland, 271. In the beautiful Kittitas valley. Mt. Adams, 12,250 feet high, in plain view to the south.

PACIFIC DIVISION.

PACIFIC TIME (one hour slower than Mountain time).

Clealum—Junction, Roslyn branch to Roslyn coal fields.

Stamper Tunnel—Elev., 2,840 feet; length, 2 miles. Crossing of Cascade Range.

Hot Springs—Elev., 1,544. Site of Green River Hot Springs, a well-known bathing and fishing resort.

Palmer—Elev., 874. Eastern junction, main line via Auburn and line via Buckley.

Seattle—Pop., 80,671; miles from St. Paul, 1,912; elev., 31; miles from Portland, 185. On Elliott Bay, Puget Sound. Junction, Pacific and Seattle divisions. Lake Washington view of Mt. Rainier unsurpassed.

Puyallup—Pop., 1,884; western junction, main line and Buckley line; junction, Carbonado, Crocker, Wilkeson, etc., branches.

Tacoma—Pop., 37,714; miles from St. Paul, 1,911; elev., 31; miles from Portland, 144. On Commencement Bay, Puget Sound. Division headquarters. Junction, Gray's Harbor branch for Olympia and Gray's Harbor country. High, white mountain to south, seen from Tacoma, is Mt. Rainier, 14,532 feet high.

Centralia—Pop., 3,000. Junction, Gray's Harbor branch.

Chehalis—Pop., 1,775. Junction, South Bend and Willapa Harbor branch.

Kalama, Wash., and Goble, Oregon—Pop., 554 and 46. Second crossing of Columbia River; river here flows northward. Entire train ferried across the Columbia. Soon after leaving Goble, train leaves the Columbia and runs along the west bank of Willamette River; along here glimpses of Mts. St. Helens and Hood may be had.

Portland—Pop., 90,426; miles from St. Paul, 2,056; elev., 30. On Willamette River, west bank. Mts. Hood, St. Helens, and Rainier are in view from Portland. Junction, Shasta Route, and Astoria, Long Beach, and other seashore resort branch lines.



Yellowstone National Park Route



PULLMAN STANDARD SLEEPING CAR RATES.

Between St. Paul or Minneapolis and	Double Berth.	Section.	Drawing Room.	Between St. Paul or Minneapolis and	Double Berth.	Section.	State Room.	Draw'g Room.
Brainerd.....	\$1 50	\$3 00	.....	Billings.....	\$6 00	\$12 00	.....	\$22 00
Duluth.....	1 50	3 00	.....	Livingston.....	6 50	13 00	\$18 50	24 00
West Superior.....	1 50	3 00	.....	Bozeman.....	6 50	13 00	18 50	24 00
Fergus Falls.....	1 50	3 00	.....	Helena.....	7 00	14 00	20 00	26 00
Wahpeton.....	1 50	3 00	.....	Butte.....	7 00	14 00	20 00	26 00
Grand Forks.....	2 00	4 00	\$7 00	Missoula.....	8 00	16 00	22 50	30 00
Grafton.....	2 50	5 00	9 00	Spokane.....	9 50	19 00	27 00	36 00
Winnipeg.....	3 00	6 00	10 00	Pasco.....	10 50	21 00	29 50	40 00
Fargo.....	2 00	4 00	7 00	Ellensburg.....	11 50	23 00	32 50	44 00
Jamestown.....	2 50	5 00	.....	Tacoma.....	12 00	24 00	34 00	46 00
Bismarck.....	3 00	6 00	10 00	Seattle.....	12 00	24 00	34 00	46 00
Miles City.....	5 00	10 00	18 00	Portland.....	12 00	24 00	34 00	46 00

Berths for single nights can be secured at local rates, when they are not sold on through Pullman tickets, but as the number of sleepers run is determined by the number of berths sold from terminal points, passengers take their own chances of finding sleeping-car accommodations for single nights between local stations.

BETWEEN PORTLAND AND	Double Berth.	Section.	Room.
Albany.....	\$1 50	\$ 3 00	.....
Eugene.....	2 00	4 00	\$ 7 00
Ashland.....	2 50	5 00	.....
Sacramento.....	4 50	9 00	16 00
San Francisco.....	5 00	10 00	18 00

PULLMAN TOURIST SLEEPING CARS

DOUBLE DAILY BETWEEN

St. Paul, Minneapolis and Fargo, Helena, Butte, Spokane, Seattle, Tacoma, and Portland.

These cars as operated by the Pullman Company, are leather upholstered, fitted up complete with mattresses, pillows, blankets, clean bed linen, curtains, cooking ranges, and carpets in the aisles. The toilet rooms are fitted with washstands, towels, soap, combs, brushes, etc., requiring nothing to be furnished by the passenger. A uniformed colored porter, with each Pullman car, is charged with the sole duty of looking after the comfort of our patrons using these accommodations. A **DOUBLE BERTH** in these cars will accommodate **TWO** persons comfortably. The following are the rates for a double berth, whether occupied by one or two persons, to some of the principal points:

ST. PAUL OR MINNEAPOLIS TO

Livingston.....	\$3 25	Spokane.....	\$4 75	Ellensburg.....	\$5 75
Bozeman.....	3 25	Cheney.....	4 75	Seattle.....	6 00
Helena.....	3 50	Sprague.....	5 00	Tacoma.....	6 00
Butte.....	3 50	Ritzville.....	5 00	Portland.....	6 00
Missoula.....	4 00	North Yakima.....	5 50		

SUBJECT TO CHANGE WITHOUT NOTICE.

Northern Pacific...

DINING CARS

Are run on all transcontinental trains; they are attached to west bound trains at St. Paul and to east bound trains at Portland and continue in the train constantly to the opposite terminus. No matter what delays may occur, when the meal hour arrives the dining car is always ready. This is a very decided advantage to the passenger over the old plan of having the dining car in the train only for sufficient time each day to serve meals, inasmuch as any delay to the train may entail corresponding delay in reaching the dining car. Breakfast and luncheon are served "a la carte"; a table d'hote dinner is served at uniform charge of one dollar. On the Manitoba Division all meals served "a la carte."



A Home on the Kennewick Canal, in the Yakima Valley.

IRRIGATION MEANS WEALTH

and it is to be seen at its best in the valleys along the

Northern Pacific

AT

Forsythe and Billings on the Yellowstone River, Mile City on the Tongue River, The Gallatin Valley, Missoula, The Bitter Root Valley in Montana, Vineland on the Snake River at Lewiston, Idaho, The Spokane Flats, and The Yakima Valley in Washington.

Land with water rights can be purchased under the ditch and all the above localities, and by means of irrigation the naturally fertile soil can be made to produce bountiful and never-failing crops. Good markets are easily accessible. There is no other proposition that offers as much certainty of securing large and sure returns from the investment of a reasonable amount of labor and money.

For more detailed information about any of the propositions

Write to **C. W. MOTT**
General Emigration Agent, N. P. Ry.
ST. PAUL, MINN.



Yellowstone National Park Route



THE CLIMATIC ADVANTAGES

of a sojourn either
Summer or Winter on the North Pacific Coast
Have been Given Slight Attention by Tourists

No section of the West has a softer, more balmy climate than Western Oregon and the Puget Sound Country—none will extend a more kindly or healthful welcome to the invalid or those seeking the REST cure. No enervating days in summer, and the sea coast near Portland, and the Sound coast near Tacoma and Seattle with its mountain air and forest odors, mean health and life as well as recreation. Inspect these tables:

OREGON AND WASHINGTON TEMPERATURES, ETC.

	MEAN TEMPERATURE				CLEAR DAYS.				CLOUDY DAYS.				PRECIPITATION — INCHES.			
	June.	July.	August.	Sept.	June.	July.	August.	Sept.	June.	July.	August.	Sept.	June.	July.	August.	Sept.
Seattle	63.4	66.6	63.1	60.0	10	20	11	11	15	7	10	9	1.76	.34	2.04	1.93
Tacoma	61.4	64.0	61.2	57.2	6	17	6	8	12	4	8	12	3.22	.33	.84	1.57
Portland	61.9	65.0	62.6	58.6	9	15	4	6	11	7	8	10	2.51	.66	.30	.72

COMPARATIVE TEMPERATURES

	PORTLAND.		ST. LOUIS.		CINCINNATI.		WASHINGTON, D. C.		July was the hottest in New York in the history of the Weather Bureau. Mean temperature of month was 78°—mean temperature for July at Portland was less than 63°.
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
June	72	54	82	67	81	65	82	63	
July	77	56	87	71	86	68	89	68	
August	72	54	92	75	89	71	90	70	

The maximum temperature for the year is:
Portland, June and July, 90 degrees. Tacoma, June and July, 85 degrees.
Seattle, June, 86 degrees.

while the total number of days of fog for the year ranges from fifteen to thirty-five. These figures are from the United States Weather Bureau records for the year 1900, and there is slight variation from year to year.

This showing is typical of the COLUMBIA RIVER VALLEY AND THE PUGET SOUND REGION

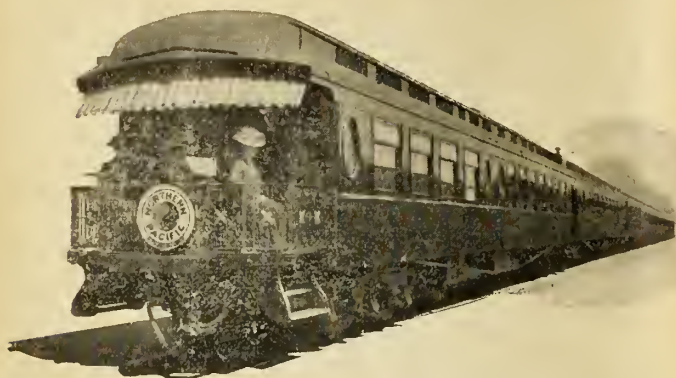
The great forests of this section and the sea breezes exert a potent influence on climate and health, and one can find a multitude of ways in which to pass the time and endless excursions to take to the sea coast and mountains, for fishing and pleasure. Hotels and restaurants are many and good, and one can live remarkably cheap. Camping out is a luxury, and the scenery found here is the finest in the United States.

I will be glad to respond promptly to all inquiries for additional information.

A. M. CLELAND, General Passenger Agent, ST. PAUL, MINN.



Yellowstone National Park Route



"North Coast Limited," Rear View.

THE "NORTH COAST LIMITED"

Runs Every Day in the Year

And leaves St. Paul at 10.15, Minneapolis at 10.45 a. m., after arrival of trains from Chicago, St. Louis, Omaha, Kansas City, etc.

The **entire train** of eight cars is broad vestibuled, electric lighted—nearly 300 electric lights in it, including two in each section in the Standard Pullman Sleeping Car—steam heated, carries its own through Dining Car, a Tourist and a Standard Pullman Sleeping Car, and an Observation Car, besides the usual equipment of baggage and express, combination Coach and Smoking Car, and a large first-class Day Coach.

The Tourist Sleeping Car and the Observation Car are the particular features of the train. The former has sixteen sections and is beyond doubt the finest car of its kind in use. The lavatory and toilet rooms for both men and women are unusually large and very complete in their arrangements.

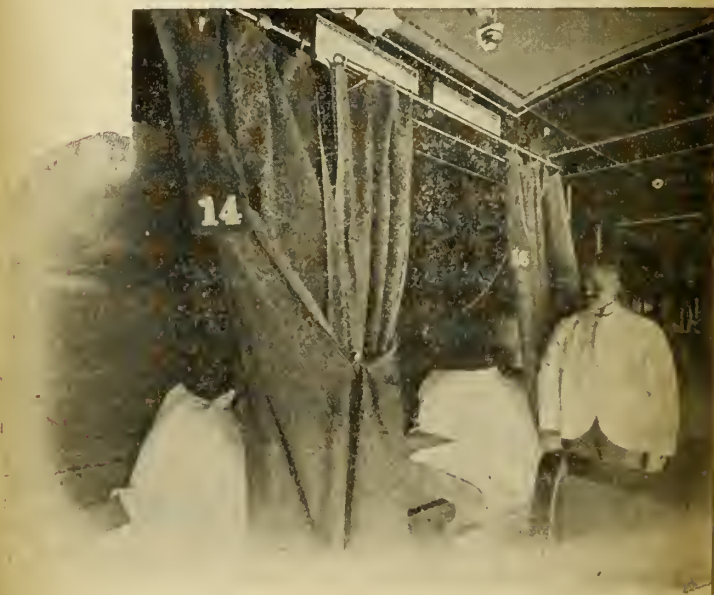
The Observation Car on the "North Coast Limited" has charmed everybody. With its fine library and current magazines, bath, roomy barber shop, smoking rooms, ladies' parlor with wicker chairs and plate-glass windows, and the recessed vestibule platform at the rear surrounded with brass railing, it is beyond doubt the finest car of the sort running west of the Missouri or Mississippi rivers. At the forward end of the car, and adjoining the gentlemen's toilet room, will be found two card and smoking rooms, seven by eight

feet, each containing six comfortable, movable chairs and a card table. The buffet, barber shop, bath room, and ladies' toilet room occupy the center of the car. Immediately next to them is the writing alcove, containing the latest magazines and periodicals; also a well selected library of 140 volumes. A corridor some forty feet in length, along the side of the car, leads from the front end—the smoking rooms, barber shop, etc., opening on same—to the ladies' parlor, nine by twenty-two feet in size, containing fourteen portable wicker chairs, also other seats, all upholstered in harmony with the green Wilton carpet.

The Observation Car is always at the rear of the train, no private cars being attached to the Limited, and as smoking is not allowed in the ladies' parlor, women may thus thoroughly enjoy this luxurious space while viewing the scenery.

The Dining Car, of Standard Northern Pacific pattern, is equipped with **Electric Lights** and **Electric Fans**. Breakfast and luncheon are served a la carte in all our Dining Cars; dinner, Table d'Hôte, at uniform price of \$1.00.

At the rear of the Dining Car will be found new Standard Pullman Sleeping Cars, thoroughly modern and as complete as any similar cars in the country; each section in these Standard Pullman will, as heretofore, be provided with **two** berth electric reading lights to be turned on or off at night at will of the passengers.



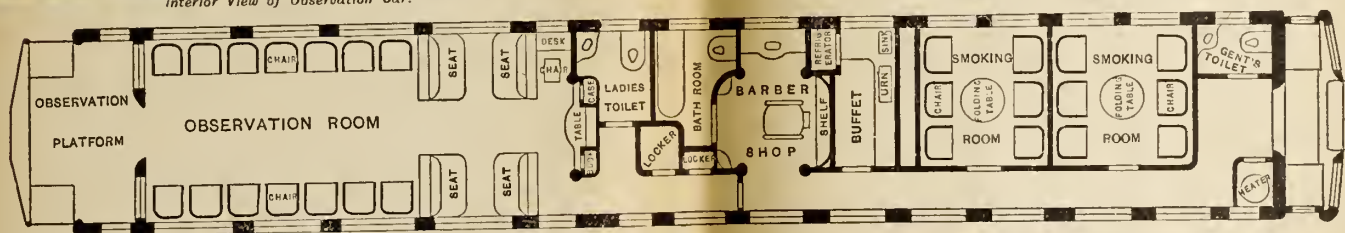
Interior View Leather Upholstered Tourist Sleeping Car.



Yellowstone National Park Route



Interior View of Observation Car.



Ohio Speaks Emphatically.

August 9, 1901.

The New York Central Railroad is spoken of as the greatest in the world, but the Northern Pacific is quite as wide and a great deal longer. Proctor Knott said at one time: "The Northern Pacific Railroad runs from Nowhere to Nowhere, and is down-grade both ways." We should judge this not to be the fact, by the way all the world is settling up its lands and spreading civilization from lake to ocean. It now runs the grandest trains mankind has ever seen, up grade as well as down, from Everywhere to Everywhere.

(SIGNED) CHAS. T. BECKWITH,
President Citizens' National Bank, Oberlin, Ohio.

Ride on it *once* — ride on it *always*.
(SIGNED)

MRS. C. T. BECKWITH,
President "Oberlin Sorosis."

Washington is Pat and Pertinent.

September 17, 1901.

An admirably appointed train and the service on it is excellent.
(SIGNED) JOSEPH McKENNA,
Washington, D. C.

New York's Contribution.

July 11, 1901.

Too much can not be said for the "North Coast Limited." The appointments of the train could not be better and the attendants have anticipated every wish. The trip from St. Paul to the Coast has been a continual delight.

(SIGNED) WM. H. BONYNGE,
149 Broadway, New York, N. Y.

What was said of the "Limited" in 1901 by a few of those who rode on it and recorded their observations in the "North Coast Limited" Log Book:

A Bostonese Opinion.

August 25, 1901.

Northern Pacific Railway Company, Passenger Department:

GENTLEMEN — It affords me very much pleasure to sing words of praise for this celebrated "North Coast Limited" train. I have traveled many times across our country, and without doubt this is the finest train across the continent. I shall cheerfully recommend it to my many friends.

(SIGNED) Sincerely yours,
F. H. NEWTON,
7 and 8 Haymarket Square, Boston, Mass.

This Man Neglected to Sign His Name, but "He's All Right"

October 9, 1901.

The trip via the "North Coast Limited" across the continent is as near perfection as the art of man can make it. The rolling stock has all the Eastern companies "beat to death."

Northern Pacific Observation Car between St. Paul and Portland attached to rear of train.



"North Coast Limited" Dining Car.



Yellowstone National Park Route



Old Faithful Inn, Upper Geyser Basin, Yellowstone Park.

EXCURSION RATES

Season, June 1 to September 30, 1904.

- \$5.00 Ticket:** Includes rail and stage transportation Livingston to Mammoth Hot Springs and return.
- \$7.00 Ticket:** Includes rail and stage transportation Livingston to Mammoth Hot Springs and return, and two meals (lunch and dinner) at Mammoth Hot Springs Hotel.
- \$28.00 Ticket:** Includes rail transportation Livingston to Gardiner and return, and stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Canyon, and Falls of the Yellowstone and return. This ticket does not cover hotel accommodations.
- \$19.50 Ticket:** Includes rail transportation Livingston to Gardiner and return, stage Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Canyon, and Falls of the Yellowstone and return, and accommodations for not to exceed five and one-half days at the Park Association hotels.
- \$52.50 Ticket:** Includes rail and stage transportation from St. Paul, Minneapolis, Duluth, or the Superiors to Mammoth Hot Springs and return to any one of the above named points, or via Billings and the "Burlington" to Missouri River.
- \$55.00 Ticket:** Includes rail transportation from St. Paul, Minneapolis, Duluth, or the Superiors to Gardiner and return to any one of the above named points, or via Billings and the "Burlington" to the Missouri River, and stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Canyon, and Falls of the Yellowstone and return. This ticket does not cover hotel accommodations.
- \$75.00 Ticket:** Includes rail transportation from St. Paul, Minneapolis, Duluth, or the Superiors to Gardiner and return to any one of the above named points, or via Billings and the "Burlington" to the Missouri River; stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Canyon, and Falls of the Yellowstone and return, and accommodations for not to exceed five and one-half days at Yellowstone Park Association hotels.
- \$105.00 Ticket:** Includes rail transportation from St. Paul, Minneapolis, Duluth, or the Superiors to Gardiner, stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Canyon, Falls of the Yellowstone and Monday, accommodations for not to exceed six and one-quarter days between Gardiner and Monday, and rail transportation from Monday, either via Oregon Short Line R. R. and Union Pacific to Missouri River points, or via O. S. L. R. R. to Ogden, any line Ogden to Denver, thence via either the B. & M. R. R., Union Pacific, A. T. & S. F. Ry., C. R. I. & P. Ry., or Missouri Pacific Ry. to Missouri River terminals.
- \$81.00 Ticket:** Same as the \$105.00 ticket, except that it covers rail and stage transportation only; meals and lodging not being included therein.
- The **\$5.00** and **\$7.00** tickets will be sold at Livingston, May 31 to October 4, 1904, inclusive, and at St. Paul, Minneapolis, Duluth and the Superiors, and at western terminals May 29 to October 2, 1904, inclusive. Tickets must be used from Livingston not later than morning train of October 4, 1904.
- The **\$28.00** and **\$19.50** tickets will be sold at Livingston May 31 to September 29, 1904, inclusive, and at St. Paul, Minneapolis, Duluth, and the Superiors, and at western terminals May 29 to September 27, 1904, inclusive. Tickets must be used from Livingston not later than morning train of September 29, 1904.
- The **\$52.50** tickets will be sold at St. Paul, Minneapolis, Duluth, and the Superiors May 29 to October 2, 1904, inclusive; the **\$55.00**, **\$75.00**, **\$81.00**, and **\$105.00** tickets will be sold at St. Paul, Minneapolis, Duluth, and the Superiors May 29 to September 27, 1904, inclusive. These tickets will bear going transit limit 30 days; return transit limit 10 days; final return limit 90 days, but not exceeding limit of October 4, 1904, for trip through the park, and extreme final limit of October 14, 1904. Stop-overs allowed within limits. The trip through the park must be completed by October 4, 1904.
- Half of the \$5.00, \$28.00, \$32.50, \$55.00, and \$81.00 rates will be made for children five years of age or over and under twelve years of age. Half of the \$7.00, \$19.50, \$75.00, and \$105.00 rates will not be made for children, but children five years of age or over and under ten years of age will be granted half rates locally at the Yellowstone Park Association hotels.
- The hotel rates in the park will be \$1.00 per day up to seven days, after seven days \$3.50 per day.
- From Chicago and St. Louis, tickets corresponding to the above will be sold at rates \$10.00 higher than from St. Paul.
- Above rates, etc., subject to change without notice.
- Stop-overs on railroad and sleeping-car tickets are given at Livingston, Mont., June 1st to September 30th, to enable our patrons to visit Yellowstone Park.

What Noted People Have Said About

Yellowstone National Park

PROF. JOHN MUIR, the distinguished geologist of California, says of the Yellowstone:

"Situating in the heart of the Rocky Mountains, on the broad, rugged summit of the continent, amid snow and ice, and dark, shaggy forests, where the great rivers take their rise, it surpasses in wakeful, exciting interest any other region yet discovered on the face of the globe."

JOHN L. STODDARD, the noted American lecturer, wrote from the Grand Canyon of the Yellowstone as follows:

"The sublime scenes of our natural wonderland surpass all my expectations. The Grand Canyon of the Yellowstone is of course the climax. As I beheld it to-day, its long kaleidoscope of varied colors, its castles and cathedral spires sculptured by the Deity, and heard the voice of its magnificent cataclysm, I felt it was a place where the Finite prays, the Infinite hears, and Immensity looks on."

A NOTED JAPANESE STUDENT, full of the poetry of his people, said of the Grand Canyon of the Yellowstone:

"They say my land is the land of the rising sun. For a million years this has been the land of the setting sun. The sunsets of the past are dissolved on these long walls; they are the colors of all the yesterdays."

PRESIDENT ARTHUR, after his trip to the National Park in '83, said:

"The Catskills are wild enough and sufficiently beautiful in their own way, but they fall far short of that majestic grandeur which so pre-eminently characterizes the Yellowstone Park—the vast spurs of the Rocky Mountains traversed by the Yellowstone at an elevation of not less than 8,000 feet."

JOHN McCULLOUGH, the great tragedian, said of his visit to the Yellowstone:

"It is the grandest country, spectacularly, God Almighty has made. Shakespeare's dictum, 'Nature is greater than art,' is here verified again and again."



Gardiner Station.



Yellowstone National Park Route



The REV. WAYLAND HOYT, D. D., of Brooklyn, N. Y., writes of the Yellowstone:

"Let us take our stand for a little while now upon Mount Washburn. Its rounded crest is more than 10,000 feet above the level of the sea, and perhaps 5,000 above the level of the valley out of which it springs. You need not dismount from your horse to gain its summit. I doubt if there is another view at once so majestic and so beautiful in the whole world."

RUDYARD KIPLING, writing of the Grand Canyon of the Yellowstone, says:

"The sides of that gulf were one wild welter of color—crimson, emerald, cobalt, ochre, amber, honey splashed with port wine, snow-white, vermilion, lemon, and silver gray, in wide washes. So far below that no sound of its strife could reach us, the Yellowstone River ran—a finger-wide strip of jade green. The sunlight took those wondrous walls and gave fresh hues to those that nature had already laid there. Once I saw the dawn break over a lake in Rajputana, and the sun set over the Oodney Sagar amid a circle of Holman Hunt hills. This time I was watching both performances going on below me, upside down, you understand—and the colors were real. The canyon was burning like Troy town; but it would burn forever, and, thank goodness, neither pen nor brush could ever portray its splendors adequately."

"Evening crept through the pines that shadowed us, but the full glory of the day flamed in that canyon as we went out very cautiously to a jutting piece of rock—blood red or pink it was—that overhung the deepest depths of all. Now I know what it is to sit enthroned amid the clouds of sunset."

A DISTINGUISHED MEMBER of the Royal House of Denmark, who made the Yellowstone trip in '82, said:

"I am expected to deliver a lecture on America before a geographical congress to be held in Europe this fall, but I fear it will be all 'Yellowstone.' All the other leading features of my trip around the world seem for the present in a grand confusion, while I am so possessed with this one ineffable attraction."

DR. TALMAGE, the famous divine, wrote of the Yellowstone Park in the following words:

"But the most wonderful part of this American continent is the Yellowstone Park. After all poetry has exhausted itself, and all the Morans and Bierstadts and the other enchanting artists have completed their canvas, there will be other revelations to make, and other stories of its beauty and wrath, splendor and agony to be recited—that peroration of all majesty and grandeur—the Grand Canyon. It is here that it seems to me—and I speak it with reverence—Jehovah seems to have surpassed himself. It seems a great gulch let down into the eternities. Here, hung up and let down, and spread abroad, are all the colors of land, and sea, and sky; upholstering of the Lord God Almighty; best work of the Architect of Worlds; sculpturing by the Infinite; masonry by an Omnipotent trowel."

"What a hall this would be for the last judgment! See that mighty cascade with the rainbows at the foot of it. If those waters congealed and transfixed with the agitations of that day, what a place they would make for the shining feet of a judge of quick and dead! And those rainbows look now like the crowns to be cast at his feet. At the bottom of this great canyon is a floor on which the nations of the earth might stand, and all up and down these galleries of rock the nations of heaven might sit. And what reverberations of archangels' trumpets there would be through all these gorges, and from all these caverns and over all these heights! Why should not the greatest of the days the world shall ever see close amid the grandest scenery Omnipotence ever built!"

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STEAMER Subject to change and individual postponement.	Leave				Arrive					
	Tacoma	Victoria	Yoko- hama	Kobe	Moji	Shang- hai	Hong Kong	Manila		
	1904	1904	1904	1904	1904	1904	1904	1904		
TREMONT	Mar. 3	Mar. 3	Mar. 24	Mar. 27	Mar. 29	Apr. 2	Apr. 6	Apr. 13	BSS	
LYRA	Mar. 10	Mar. 10	Apr. 1	Apr. 4	Apr. 6	Apr. 26	Apr. 30	May 6	RTB	
HYADES	Mar. 30	Mar. 30	Apr. 17	Apr. 20	Apr. 23	Apr. 26	Apr. 30	May 6	BSS	
SHAWMUT	Apr. 6	Apr. 6	May 2	May 5	May 7	May 29	June 1	June 11	RTB	
PLEIADES	Apr. 12	Apr. 12	May 2	May 5	May 7	May 29	June 1	June 11	BSS	
TREMONT	May 6	May 6	May 23	May 26	May 29	June 1	June 5	June 13	RTB	
HYADES	May 26	May 26	June 15	June 18	June 20	July 1	July 5	July 20	RTB	
LYRA	June 10	June 10	June 30	July 3	July 5	July 9	July 13	July 20	RTB	
PLEIADES	June 25	June 25	July 15	July 18	July 20	Aug. 1	Aug. 5	Aug. 15	BSS	
SHAWMUT	July 9	July 9	July 27	July 30	Aug. 1	Aug. 5	Aug. 9	Aug. 15	RTB	
TREMONT	Aug. 9	Aug. 9	Aug. 26	Aug. 29	Sept. 1	Sept. 5	Sept. 8	Sept. 14	BSS	
HYADES	Aug. 20	Aug. 20	Sept. 8	Sept. 11	Sept. 12	Sept. 14	Sept. 18	Sept. 24	RTB	
LYRA	Sept. 12	Sept. 12	Oct. 2	Oct. 5	Oct. 7	Oct. 11	Oct. 15	Oct. 22	RTB	
PLEIADES	Sept. 25	Sept. 25	Oct. 7	Oct. 10	Oct. 12	Oct. 16	Oct. 20	Oct. 27	BSS	
SHAWMUT	Oct. 12	Oct. 12	Oct. 30	Nov. 2	Nov. 5	Nov. 8	Nov. 12	Nov. 18	BSS	
TREMONT	Nov. 12	Nov. 12	Nov. 30	Dec. 2	Dec. 5	Dec. 8	Dec. 12	Dec. 19	RTB	

§ Will call at Shanghai only when Inducement offers.

‡ These steamers do not carry passengers.

NOTE.—In addition to the above there will be sailings from Tacoma direct to Singapore, India, and other points beyond Hong Kong. Information in regard to such sailings can be obtained from any of the agents mentioned on page 3.



Yellowstone National Park Route



HOW TO OBTAIN GOVERNMENT LAND.

There are over 40,000,000 acres of the best Government lands in America located in the extremely fertile regions of Minnesota, North Dakota, Montana, Northern Idaho, Washington, and Oregon, and traversed by the Northern Pacific Railway, open for occupancy by actual settlers. The laws of the United States provide that citizens of the United States, or persons who have declared their intention to become such, can obtain lands as follows:

HOMESTEADS.

Any person who is the head of a family, or who has arrived at the age of twenty-one years, and is a citizen of the United States, or has filed his declaration of intention to become such, and who is not the proprietor of more than 160 acres of land in any State or Territory, is entitled to enter one-quarter section (160 acres), or less quantity of unappropriated public land, under the homestead laws. The applicant must make affidavit, that he is entitled to the privileges of the homestead act, and that the entry is made for his exclusive use and benefit, and for actual settlement and cultivation, and must pay the legal fee and that part of the commissions required as follows: Fee for 160 acres, \$10; commission, \$1 to \$12; fee for eighty acres, \$5; commission, \$2 to \$6. Within six months from the date of entry, the settler must take up his residence upon the land, and reside thereupon and cultivate the same for five years continuously. At the expiration of this period, or within two years thereafter, proof of residence and cultivation must be established by four witnesses. The proof of settlement with the certificate of the Register of the land office is forwarded to the General Land Office at Washington, from which patent is issued. Final proof can not be made until the expiration of five years from date of entry, and must be made within seven years. The government recognizes no sale of a homestead claim. After the expiration of 14 months from date of entry the law allows the homesteader to secure title to the tract, if so desired, by paying for it in cash and making proof of settlement, residence, and cultivation for that period. The law allows only one homestead privilege to any one person.

SOLDIERS' HOMESTEADS.

A soldier, having served in the army or navy during the War of the Rebellion for over ninety days, can obtain 160 acres of any of the public lands by filing (himself or by an attorney) a declaratory statement, and, within six months thereafter, filing his affidavit and application, commencing settlement and cultivation, and continuing the same five years, *less the time he served in the army or navy*—but, such time in no case to exceed four years. His widow can take advantage of the above. In case of his death in the army, or discharge therefrom on account of wounds or disability incurred in the line of duty, the term of his enlistment is deducted. In case of death of the soldier his widow, if unmarried, or in case of her death or marriage, then his minor orphan children, by a guardian duly appointed and officially accredited at the Department of the Interior, shall be entitled to all the benefits given to soldiers under the homestead laws.

An unmarried woman, of age, can take the benefit of the homestead law. If she marries before she has acquired title, and continues her residence on her claim, she can proceed to prove up at the proper time, the same as if she had remained single, but husband and wife can not secure separate tracts by maintaining separate residence at the same time. All the sons and daughters of a family, who are of age, are entitled to take up land under the United States land laws.

THE DESERT LAND ACT.

In some portions of the Far West there are considerable areas of arid lands which with irrigation become very productive. In many of such localities water is abundant and convenient, and irrigating ditches are inexpensive. It pays to irrigate, as it insures **A CERTAIN CROP EVERY YEAR AND AN INCREASED YIELD.** The following act of Congress designates how one-half section (320 acres) of such land can be obtained

UNDER THE DESERT LAND ACT.

Citizens of the United States, or persons who have declared their intention to become such, and who are also resident citizens of the State or Territory in which the land sought is situated, may file a declaration, under oath, with the Register and Receiver of the land district in which any desert land is situated, that he intends to reclaim a tract of desert land, not exceeding 320 acres, by conducting water upon the same, within four years. At the time of filing this declaration, a fee of 25 cents for each acre of land proposed to be so reclaimed must be paid. At the time of making the declaration, the land taken up under this act must be particularly described if surveyed; or, if unsurveyed, must be described as nearly as possible. The party shall also file a map of said land, which shall exhibit a plan showing the mode of contemplated irrigation, and which plan shall be sufficient to thoroughly irrigate and reclaim said land, and prepare it to raise ordinary agricultural crops, and shall also show the source of the water to be used for irrigation and reclamation. At any time within four years, upon making satisfactory proof to the Register and Receiver of the reclamation of said land, and the expenditure thereon for improvements of \$1 an acre each year for three years, and proof of the cultivation of one-eighth of the land, and upon the payment of the additional sum of \$1 per acre, a patent shall be issued. A claimant must also file with the Register during each of said three years proof by the affidavits of two or more credible witnesses that he has made such expenditures. He may, however, prove up earlier whenever he can make the required proof of reclamation, cultivation, and expenditure to the aggregate extent of \$3 per acre. All lands, exclusive of timber and mineral lands, which will not, without irrigation, produce some agricultural crop, are deemed desert lands. Residence on the land is not required.

TIMBER AND STONE ACT

Under the provisions of this law, any person who is a citizen, or who has declared his intention to become a citizen, may purchase 160 acres of any unappropriated public land, which is chiefly valuable for timber or stone and unfit for cultivation if the timber were removed. The land must be uninhabited and without improvements (except for ditch or canal purposes), save such as were made by or belong to the applicant; and land containing valuable deposits of gold, silver, cinnabar, copper, or coal is not subject to entry under this Act. One entry or filing only can be allowed any person or association of persons. A married woman may purchase under this Act, provided the laws of the State or Territory in which the entry is made permit a married woman to purchase and hold real estate as a femme sole. The purchase must be made in good faith and not for speculative purposes. The price of the land is \$2.50 per acre.

GOVERNMENT LAND OFFICES

IN DISTRICTS TRIBUTARY TO THE NORTHERN PACIFIC RAILWAY AND ALLIED LINES.

The operation of the U. S. land laws is simple, and persons desiring further information in regard to government lands along the Northern Pacific Railway may apply to or address "Register U. S. Land Office," at the following places:

Minnesota.	N. Dakota.	Montana.	Washington.	Oregon.	Idaho.
St. Cloud. Marshall. Crookston. Duluth.	Fargo. Grand Forks. Devil's Lake. Bismarck.	Miles City. Lewistown. Bozeman. Helena. Missoula. Kalispell.	Olympia. Vancouver. Seattle. Walla Walla. Spokane. North Yakima. Waterville.	Oregon City. Roseburg. La Grande. Lake View. The Dalles. Burns.	Coeur d'Alene. Lewiston.

For maps and further information write to

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Yellowstone National Park Route



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“ \$20.00.....	10 “	“ \$100.00.....	30 “
“ \$30.00.....	12 “	Over \$100.00 at same rates.	
“ \$40.00.....	15 “		

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Main Line.	State.	Miles.	Main Line.	State.	Miles.
Branch Lines	Wisconsin	87 37	Branch Lines	Washington	684.98
Branch Lines	Wisconsin	47 15	Branch Lines	Washington	635.67
Main Line	Minnesota	574 01	Main Line	Oregon	40.07
Branch Lines	Minnesota	392 60			
Main Line	North Dakota	377 56	Total Main Track Mileage		5,169.13
Branch Lines	North Dakota	670 28	Washington & Columbia River Ry.		162.75
Main Line	Montana	907.14	Minnesota & International Ry.		115.14
Branch Lines	Montana	486.78	Washington & Oregon Ry.		28.95
Main Line	Idaho	84.06			
Branch Lines	Idaho	181.46	Grand Total Mileage		5,475.97

LIST OF PUBLICATIONS

Issued by the Emigration Department
Northern Pacific Railway

OPPORTUNITIES. Book containing valuable information regarding business openings in towns along the Northern Pacific Railway. No. 69.

STATES TRAVERSED BY THE NORTHERN PACIFIC RY. Illustrated pamphlet, containing a general description of the country tributary to the Northern Pacific, in English and German. No. 26.

CENTRAL NORTH DAKOTA. Pamphlet descriptive of Central North Dakota, from Jamestown west. No. 65.

GERMAN BAPTIST (DUNKARD) CHURCH AT CARRINGTON, N. D. An account of its dedication. No. 27.

WELLS AND FOSTER COUNTIES, N. D. German pamphlet descriptive of Wells and Foster counties. No. 17½.

NORTH DAKOTA WEST OF MISSOURI RIVER. Sectional map. No. 66.

EASTERN MONTANA. Map showing Dawson, Custer, Rosebud, Fergus, and Yellowstone counties. No. 63.

IRRIGATION IN THE YELLOWSTONE VALLEY, NEAR BILLINGS, MONT. A description of the land now being irrigated and offered for sale by the Billings Land & Irrigation Co.

GALLATIN VALLEY, MONT. Pamphlet, with map showing land for sale by the West Gallatin Irrigation Co. No. 46.

WASHINGTON, AND LEWISTON COUNTRY IN IDAHO. Pamphlet giving a general description, with special reference to the markets in the Orient. No. 59.

EASTERN WASHINGTON, AND THE PAN HANDLE OF IDAHO. Descriptive pamphlet with special reference to Adams, Asotin, Chelan, Columbia, Douglas, Franklin, Klickitat, Kittitas, Lincoln, Spokane, Stevens, Walla Walla, Whitman, and Yakima counties, Washington; and Latah and Nez Perces counties, Idaho. No. 68.

WESTERN WASHINGTON. Descriptive pamphlet, with special reference to Chehalis, Clallam, Clarke, Cowlitz, Island, Jefferson, King, Kitsap, Lewis, Mason, Pacific, Pierce, Skagit, San Juan, Skamania, Suhomish, Thurston, Wahkiakum, and Whatcom counties. No. 70.

OTIS ORCHARDS. Descriptive of irrigated land for sale by the Spokane Canal Co., located only a short distance east of Spokane.

KENNEWICK, IN YAKIMA COUNTY, WASHINGTON. The most easterly of the irrigation propositions in the Yakima Valley.

SUNNYSIDE, IN THE YAKIMA VALLEY, WASHINGTON. A publication issued by the Washington Irrigation Co., descriptive of their lands along the Sunnyside Canal, the longest irrigating canal in the State.

YAKIMA COUNTY, CENTRAL WASHINGTON. Descriptive pamphlet, with full particulars in regard to irrigated lands in that locality. No. 67.

Any of the above publications will be sent free.

Write to **C. W. MOTT,**
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ST. PAUL, MINN.

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